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To: ctp2040@DOT
Subject: CTP2040 45-day Public Review Period Comments

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Below is the result of your feedback form. It was submitted by Dick Albright (remuda@frazmtn.com) on March 10th, 2015 at 10:19AM (PDT).

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chapter: 1
page: 2-4

comments: Please excuse the first submittal missing comments. Error key strike.

My principal comments relate to the goals and purpose of the plan.:

1. It is curious that many of us have not had prior access to this plan, and that it has come from a county office vs. a state venue. Open government (transparency) is a serious problem these days, it would appear. As this affects every (individual) member of the public -- most of California's citizens it seems to miss the point of clear and understandable dialogue for every person in the state, resident or tourist.

The Brown Act summary <http://documents.latimes.com/the-brown-act-summary-and-text/> might serve as a model to quickly study the plan.

2. I find #1. to be somewhat inconsistent in priority listing with the remaining items. #3. Should be paired as #1 with freedom of movement via ground transportation, namely, personal vehicles and ownership -- the primary legacy of California, The "Golden State" which owes its very "existence" and "viability" to: The Automobile <http://www.merriam-webster.com/dictionary/automobile>

In support of the Vibrant Economy of item #3. is the petroleum industry of major proportions with refineries numbering in the same major quantity as those few southern states, as well as Texas & Oklahoma. As California's Central Valley is a major oil and farming "community", as well as the most particulate "smog" producing area of the country, it seems incongruous to attempt to "influence travel behavior" by limiting personal vehicle ownership (via DMV controls) and further allow "illegal alien" driver's licenses (for "migrant farm workers"). Farming is the major "particulate" generator. However, it is not necessarily the DOT's responsibility to green our state, but specifically improve our mobility.

There is much more to this as it relates to "sustainable development", so-called "hi-speed rail" (to 'nowhere'...as opposed to local rail systems now defunct, ie., Taft and Maricopa heritage rail services (do the rights-of-way still exist?). http://www.abandonedrails.com/Sunset_Railroad

It's almost impossible to use the existing "bus" services in any reasonable context. The same is true between Bakersfield and LA. This has been detrimental to the economies of Maricopa and Taft. Any visit by your staff is always welcome. Light rail (monorail, "Red Cars", or other means might be options...also "green" in the truest sense), sharing farm-fields

as oil fields do for California's life blood of food and oil production. Remember when SoCal was the "Center of the Universe" for Aerospace?

To "influence travel behavior" should address the personal and individual needs of every "individual" member of the public, it would seem, and not the "collective needs" (at this point unknown or vague per polling re. COG's). Most folks just want to have Constitutionally-Guaranteed individual "freedom of movement about the country (-side)" and not bound by a plan "not invented here" (by minimal numbers of so-called "conservationists" of questionable intent and agenda).

Thanks and more later,

Dick Albright
Maricopa CA
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