



Public Comment Overview

Policy Advisory Committee

SACOG

Sacramento, CA

May 26, 2015



Outreach Summary

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- **Numerous Presentations Statewide**
- **7 Focus Groups**
- **4 Tribal Listening Sessions plus Engagement, Coordination, & Consultation with Tribal Governments and Native American Communities**
- **2 Webinars**
- **7 Public Workshops**

Public Comment Summary (non Workshop)

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- **139 Commenter's**
- **1660 Comments**
- **19 Comment/Recommendation Themes**

Public Comment Themes (non Workshop)

THEME	
Active Transportation System (Bicycling and Walking)	40
Expand Transit Services and Operations	14
Improve Multimodal Mobility and Accessibility for All	6
Promote Sustainability in rural communities and small towns	17
Foster Livable/ Healthy Communities and social equity	26
Practice Environmental Stewardship	82
Support Economic vibrancy	6
Obtain Permanent Funding	25
Address climate adaptation and resiliency of infrastructures	15
Streamline Delivery	1
Coordinate Data and Analysis	39
Expand Traffic Management Technology	4
Manage Transportation Demand	5
Invest strategically	19
Expand Freight Network Capacity	26
Long Distance multimodal transportation	8
Improve Public safety and security	16
Other	61
Format	364
<u>TOTAL</u>	<u>774</u>

Public Comment by Organization Type

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Organization Type	Count
RTPA	3
MPO	11
Local Government	12
Public	53
Private Company	6
State Government	5
CBO (Community-Based Organizations)	8
NGO (Non-Governmental Organizations/ Coalitions)	10
NPO (Non-Profit Organizations)	1
Federal Government	2
Transportation Authority	2
Utility	1
Other	1
TOTAL	115

Beyond our Role

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- **The CTP 2040 is an aspiration document but we are concerned that Caltrans is moving beyond its role in developing the CTP2040 in a way that is setting policy that limits the region's flexibility and control over prioritizing projects and future funding. Additionally, Caltrans is including strategies and goals that are outside of its purview and responsibility.**

Project Selection

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- **The CTP 2040 is establishing direction for project selection at the local and regional level that restricts RTPA's ability to prioritize projects and future funding to best meet the policies within Regional Transportation Plans. This is troubling, because RTP's are developed in accordance with the policy direction found within the California Transportation Commission's Regional Transportation Plan Guidelines.**

Inconsistencies

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- **The CTP is internally inconsistent. The priorities conflict with each other in terms of types of projects need to meet the state's goals. The document describes reducing greenhouse gas emissions through active transportation and transit, while still growing the economy and moving freight. We suggest that the strategies be re-evaluated to avoid internal conflicts.**

Road Capacity

- **The Invest Strategically strategy states that we should avoid funding projects that add road capacity. This is a concern in that we still need to close the gaps and that some regions rely heavily on local roads and highways for goods movement. All strategies should be revised as to not limit region's flexibility in the types of investments that benefit both urban and rural areas as well as passenger and freight travel.**

Outside of our Authority

- **The California Department of Transportation includes strategies and goals that are outside of its' authority within the CTP. Chapter 8 includes a strategy that describes avoiding funding projects that add road capacity. All strategies should be revised as to not limit region's flexibility in the types of investments that best serve the region and the state.**

Implementation

- **How will the plan be implemented concretely? Right now the CTP 2040 is long on generalities, but short on specifics. Without more concrete discussion of implementation steps, it is not clear what practical effect, if any, the plan will have. The plan needs to be made real by, among other things, finding funding for SCS planning and implementation. The plan does a good job of identifying the state's transportation funding needs and the imperative to find new funding sources.**

Expectations

- **We would also suggest Caltrans give some thought as to what the level of expectation is regarding these recommendations. As currently written, the 172 recommendations are so general they may not be of value to either regional agencies or Caltrans regarding future policy direction.**

Where we are, and What's Next

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- **2/3 through the 1660+ comments**
- **Mark-Up Draft to MSC** **June 8**
- **Final Model Runs** **June 26**
- **Final Draft to PAC (pre In-Design)** **August 18**
- **Final CTP 2040** **December**

For More Information...

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Check out the CTP Website at:

www.californiatransportationplan2040.org



gabriel.corley@dot.ca.gov