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Sharon Scherzinger, Executive Director

April 13, 2015

Gabriel Corley  
CTP Project Manager  
Caltrans Division of Planning MS-32  
PO Box 942874 Sacramento, CA 94274

Dear Mr. Corley:

Thank you for the opportunity to review and comment on the Draft California Transportation Plan (CTP) 2040. Please find listed below our comments on the document:

- A. The El Dorado County Transportation Commission (EDCTC) recognizes the role that the CTP plays in respect to state and federal policy. However, our impression is that this document is establishing direction for project selection at the local and regional level that restricts EDCTC's ability to prioritize projects and future funding to best meet the policies within our Regional Transportation Plan. This is troubling, because EDCTC's RTP was developed in accordance with the policy direction found within the California Transportation Commission's Regional Transportation Plan Guidelines.
- B. 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. El Dorado County has roadways that are incomplete. El Dorado County relies on highways to support agritourism and our recreational economy. Neither of which can be fully served by transit or active transportation. 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.
- C. The document should be representative of the needs of the entire state through the use of the established regional transportation planning process that includes a full public vetting. Like our Regional Transportation Plan, the CTP should include strategies that reflect financial constraint. The CTP does not recognize the level of funding required to implement efforts like the Sacramento Area Council of Government's Sustainable Communities Strategies.
- D. The CTP is internally inconsistent. The priorities conflict with each other in terms of types of projects needed 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.
- E. The CTP assumes all greenhouse gas and vehicle miles traveled reduction mandates from Executive Order S-3-05 are derived through the transportation sector. It is not a realistic assumption and should be redone to include other sectors.

- F. The CTP – Table 23 shows an increase in greenhouse gases from 2040 through 2050. It is unclear how this will occur, please provide the analysis of the greenhouse gas increases from 2040 through 2050.
  
- G. The performance measures in the CTP exist for all goals and strategies, but the analysis is only done for vehicle miles traveled and greenhouse gases. A transportation plan should focus on metrics and analysis for mobility, access, and safety.

Thank you for the opportunity to participate on the advisory committee and to comment on the CTP. Please feel free to contact me with any questions.

Sincerely,



Sharon Scherzinger  
Executive Director