



# County of San Diego

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April 17, 2015

California Department of Transportation  
Gabriel Corley, CTP Project Manager  
1120 N Street  
Sacramento, CA 94274

Via email to [ctp2014@dot.ca.gov](mailto:ctp2014@dot.ca.gov)

## **COMMENTS ON THE DRAFT CALIFORNIA TRANSPORTATION PLAN 2040**

Dear Mr. Corley,

The County of San Diego (County) has received the Notice of 45-day Public Review of the Draft CTP 2040 and appreciates this opportunity to comment on the Draft Plan. The County supports Caltrans and the CTP 2040's unified statewide, multi-modal approach to transportation planning and efforts to reduce GHG emissions. County Planning & Development Services (PDS) and Department of Public Works (DPW) including transportation staff have completed their review and have the following comments regarding the Plan.

### **Transportation/Traffic**

Much of the County's jurisdiction includes rural communities. The County appreciates the CTP's recognition of the unique challenges rural communities face (i.e. multi-modal accessibility, conditions which jeopardize pavement integrity and travel safety, vehicle fatalities, etc.) when providing essential transportation infrastructure. As noted in the CTP (Page 33), approximately 58% of motor vehicle-related fatalities occur in rural areas. As the State explores "mechanisms and strategies" necessary to minimize the funding gap between revenue and improving/maintaining transportation infrastructure, the County supports strategies that promote sustainability and address the unique needs of rural communities.

The County supports the State's efforts to reduce GHG emissions through the application of Transportation Demand Management (TDM) measures that will reduce VMT. The State should coordinate with local jurisdictions located in rural areas that are not currently well served by transit by providing funding opportunities that will enable the provision of increased mobility choices and transportation alternatives to single passenger auto trips.

The State should coordinate with rural government jurisdictions whose access is primarily served by Caltrans maintained highways. The State should seek opportunities to create Park-and-Ride facilities and to encourage transit agencies to provide increased Express Bus service to rural areas located along Caltrans highways.

Until a greater number of transit and mode choice options can be provided to rural areas, the State should focus on maintaining adequate highway facilities that serve the transportation needs of rural residents

The State should help to create greater economic incentives for new residential and non-residential private development to implement TDM measures to reduce GHG emissions and VMT.

Chapter 4 - Native American Transportation (Page 39). This section notes that strong concentrations of Native Americans exist in San Francisco, San Jose, and Los Angeles. The County collaborates closely with the 17 different local tribes within the County (Page 134), the highest concentration of recognized tribes in the nation. The County recommends the CTP recognize this fact.

Chapter 5 - Revenue and Expenditures (Page 44). This section identifies federal, state and local funding sources, but only identifies the State's need of \$538.1 billion worth of transportation improvements. To recognize the full magnitude of the funding concerns, the CTP 2040 should attempt to identify and discuss the funding gaps local agencies face in maintaining local transportation infrastructure.

### **Watershed Protection Program**

Chapter 6; Section G6 - Practice Environmental Stewardship" (Page 82). This section lists several strategies aimed to mainstream the consideration of environmental issues during the early planning process and adequately address environmental concerns. One of the strategies (P1-S1) to Policy G6-P1 "Integrate environmental considerations in all stages of planning and implementation" suggests to "identify and promote opportunities to retrofit or adapt facility designs to further enhance, minimize, and reduce the impact to the environment, such as the effects of climate change on facilities and natural ecosystems, including fragmentation for wildlife habitats and reduce impacts on water quality." While the main focus of the CTP 2040 is not on storm water quality, it would be beneficial to add a brief discussion of the types of statewide storm water programs currently in place for Caltrans.

### **Airports Division**

The County supports the CTP planning framework, which includes the integration of SANDAG's Regional Transportation Plan (RTP). The SANDAG RTP includes regional aviation forecasts for all of the County's commercial and general aviation airports, and the findings anticipate that ground and air transportation needs are expected to grow substantially through 2050. As Caltrans continues to develop its funding priorities for infrastructure, the County supports prioritizing infrastructure improvements in and around airports to facilitate the continued growth of the air transportation network within the County and the State.

The County appreciates the opportunity to participate in the planning and review process for this project of statewide significance. We look forward to providing additional assistance at

Mr. Gabriel Corley  
April 17, 2015  
Page 3 of 3

your request. If you have any questions regarding these comments, please contact Eric Lardy, Planning Manager, at (858) 694- 3052, or via email at [eric.lardy@sdcountry.ca.gov](mailto:eric.lardy@sdcountry.ca.gov).

Sincerely,



ANDREW SPURGIN, Chief  
Advance Planning Division  
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