

No.	First Name	Last Name	Title	Organization	Section	Sec. Page	Appendix	Appendix Page	Comment	Staff Response
1	Jennifer	Calate	Planner	Caltrans - District 5		Pg. 2			We recommend referencing where within the CTP that the CTP and RTP goals and polices should be integrated where applicable and consistent with state and federal fiscal constraint requirements. (These can be obtained on pages 6-10 of the CTP).	Accepted
2	Jennifer	Calate	Planner	Caltrans - District 5		Pg. 5			First bullet -- It would be helpful if the CTP would list potential available resources of where the transportation system effects and policy implications resulting from emerging trends and technological advances may be found.	Noted - this will be done in CTP 2050
3	Jennifer	Calate	Planner	Caltrans - District 5		Pg.5			We recommend that the last paragraph in this section follow the first paragraph instead of being placed at the end.	Accepted
4	Jennifer	Calate	Planner	Caltrans - District 5		Pg. 5			First paragraph, fourth sentence. The word "should" should be replaced by the word "Shall" if applicable.	Accepted
5	Jennifer	Calate	Planner	Caltrans - District 5		N/A			Regarding the discussion of the CTP with CT Modal Plans -- To add to the description of the CFMP, we recommend that a statement be made that the CFMP comprehensively addresses short and long-range state freight planning activities.	Accepted
6	David	Schonbrunn	President	TRANSDEF	N/A	N/A	N/A	N/A	Excerpt from Letter, p. 2 paragraph 5: We urge you to direct staff to revise the Guidelines to fully inform readers of their responsibility as transportation planners in the Age of Climate Change. TRANSDEF would be pleased to assist the Commission in that effort.	Noted
7	David	Schonbrunn	President	TRANSDEF	Intro	5-6	--	--	The mandate of SB 391 is described in the Draft CTP Guidelines text as: Similar to the requirements for regional transportation plans under SB 375, Senate Bill (SB) 391 adds new requirements to the State's long-range transportation plan to meet California's climate change goals under AB 32. The bill requires the CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050. (pp. 5-6.) CTP 2040 is not a set of recommendations leading to the achievement of the 2050 GHG emissions reduction target. The CTP does not offer a response to the perils of climate change. It merely discusses what would have to be done if the State were to get serious about reducing the GHG emissions from its largest source category, motor vehicles. Ultimately, the question is simple: "Is there any connection between the CTP's recommendations and Executive Order S-3-05?" We think the answer is clear: No.	Noted - updated language on pages 6 and 24.
8	David	Schonbrunn	President	TRANSDEF	3	--	--	--	While CTP 2040 did contain a scenario that demonstrated how the State could get to the target, the Plan then went to great lengths to disconnect itself from that scenario: Modeling of the Transportation Scenarios was a theoretical exercise designed to test one specific path to reach the AB 32 GHG reduction targets. There are limitations to the models, and all conclusions and findings should be read with this caveat. These are not specific policy recommendations. For specific recommendations, please refer to Chapter 4. (CTP 2040, p. 90.) Similarly, the title for Chapter 3 "Modeling Theoretical Transportation Scenarios" prevents any possible conclusion that a scenario can be considered a recommendation.	Noted - updated language on pages 6 and 24.
9	David	Schonbrunn	President	TRANSDEF	--	--	--	--	Conclusion The CTP Guidelines must be amended to clarify that the CTP is to provide a set of recommendations that will guide California to achieve the emissions targets cited in Sec. 14000.6 and provide the plan for the multimodal system cited in Sec. 65072.2.	Noted - updated language on pages 6 and 24.