



October 16, 2018

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Subject: **Comments on the October Draft 2018 Comprehensive Multimodal Corridor Plan Guidelines**

Dear Ms. Bransen:

The Southern California Association of Governments (SCAG) and its six county transportation commissions (representing the counties of Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) thank you and your staff for conducting the public workshops on the Draft 2018 Comprehensive Multimodal Corridor Plan Guidelines and providing the opportunity to submit comments. We appreciate the transparent process and staff's diligence in setting forth guidelines in accordance with state statute. The guidelines, as currently written, represent a solid foundation for addressing multimodal transportation issues and we are supportive of the approach taken by CTC staff.

Multimodal planning is essential and not only creates the foundation to which projects are further developed through the environmental process, but ensures that important state and regional goals are met. The Comprehensive Multimodal Corridor Plan Guidelines establish a broad framework for regions and partner agencies to select projects for Solutions for Congested Corridors Program (SCCP) funds and additional funding opportunities. This is an important feature so that corridor plans developed under these guidelines can be utilized for a wide range of transportation solutions that address the specific project needs and solutions at the local and regional levels.

Each region has its unique issues and challenges that require various approaches in addressing congestion; therefore, we value the flexibility included in the guidelines to facilitate the regions' efforts in developing multimodal corridor plans that will result in the identification of projects that will be competitive in future SCCP funding cycles. SCAG and the County Transportation Commissions work very closely with our partner agencies and stakeholders in implementing voter-approved sales tax measures, the Regional Transportation Plan/Sustainable Communities Strategy, and various community plans and programs to improve the multimodal transportation system and quality of life in the SCAG region.

Following are our comments on the current draft Comprehensive Multimodal Corridor Plan Guidelines:

Section 7

Comment: Emphasize congestion as the primary goal.

Under Section 7 “Comprehensive Multimodal Corridor Planning: Purpose, Goals, and Process”, the guidelines give examples of state policies and goals to be considered in corridor planning. These bullets do not explicitly state the goal of reducing congestion.

Recommendation: Modify the last sentence of the first paragraph of Section 7 to read: “In addition to the primary goal of congestion reduction, the following additional regional and local goals and objectives as outlined in the regional transportation plan, and any other relevant regional or local planning frameworks, must be considered in the corridor plan as well.”

Comment: Improving system efficiency.

“Improving system efficiency” is a state goal, consistent with SB 391, guiding legislation for the California Transportation Plan.

Recommendation: Add “Improving the efficiency of the existing transportation system” under the state goals and policies bullets.

Section 8

Comment: The “Stakeholder and Community Outreach” section should also encourage input from the system user.

Under Section “Stakeholder and Community Outreach” include the encouragement of broad based outreach as well as stakeholder and “community” outreach that not only solicits input from planning partners and community stakeholders but also from the public that will ultimately use the facilities.

Recommendation: Modify areas that refer to stakeholders to also include broad-based outreach to encourage the submittal of comments from the local community and end user as well as stakeholder organizations.

Section 9.2 and 9.3 Comments

Comment: Induced Demand should be referenced with “as applicable for planning purposes”. Projects are further developed through the environmental process, which then considers design aspects of a project and when analysis such as induced demand is appropriately addressed.

Recommendation: The below sections should be changed as follows:

Section 9.2 “Key Elements of a Comprehensive Multimodal Corridor Plan”:

“Elements of a plan may include (but are not limited to) the following, as applicable for planning purposes.”

Section 9.3 “Plan Performance: Criteria and Measurement” :

“The parameters of corridor performance measurement are established by the corridor planning team through the planning process and are context specific. As such, these identified measures are offered as examples and are not intended to represent an exhaustive list of what should be considered.”

The vehicle miles travelled bullet should be revised to read:
“Note: For highway and local road projects, the impact of induced demand should be considered and discussed if applicable for planning purposes”.

Comment: On the same page as above, Footnote 8 provides an example of methodology for measuring induced demand “One example of an induced demand analysis methodology that could be used: Appendix 2 of the Governor’s Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA: http://opr.ca.gov/docs/20180416743_Technical_Advisory_4.16.18.pdf”

Recommendation: In addressing the induced demand issue, remove footnote to allow more flexibility to regions and Caltrans in responding.

Thank you for considering our input on the Comprehensive Multimodal Corridor Plan Guidelines. It has been a pleasure working with CTC staff on this effort in addition to other SB 1 programs. We look forward to proceeding with a SCCP Cycle 2 call for projects.

Sincerely,



Mark Baza
Executive Director, Imperial County Transportation Commission



Therese McMillan
Chief Planning Officer, Los Angeles County Metropolitan Transportation Authority



Kia Mortazavi
Executive Director, Planning, Orange County Transportation Authority



Shirley Medina
Planning and Programming Director, Riverside County Transportation Commission



Steven Smith PE
Director of Planning, San Bernardino County Transportation Authority



Kome Ajise
Planning Director, Southern California Association of Governments



Steve DeGeorge
Director of Planning, Ventura County Transportation Commission



Central Coast Coalition
Moving California's Economy

October 11, 2018

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Support of 2018 Comprehensive Multimodal Corridor Plan Guidelines

Dear Ms. Bransen:

The Central Coast Coalition greatly appreciates the California Transportation Commission's (CTC's) leadership in administering Senate Bill 1 (SB1) and the many SB1 funding programs that are helping improve California's transportation network. The Coalition consists of the regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties and the Association of Monterey Bay Area Governments, in partnership with Caltrans District 5. The Central Coast is considered the 'Salad Bowl of the World' as we are home to many of the state's top counties in terms of agricultural production. Investments by the State with Solutions for Congested Corridors funds are critical for improvements on the Central Coast to help relieve congestion and improve quality of life in our region.

The CTC conducted a transparent and cooperative process to develop the guidelines for 2018 Comprehensive Multimodal Corridor Plan Guidelines. The Central Coast Coalition especially appreciates that the guidelines recognize the importance of the Regional Transportation Plan process and regional performance metrics, as well the flexibility to update or develop new corridor plans in preparation for Cycle 2 of the Solutions for Congested Corridors program in 2019. The Central Coast Coalition strongly supports the adoption of the program guidelines at your December meeting.

Thank you for accepting our input on the Comprehensive Multimodal Corridor Plan Guidelines. The Central Coast Coalition agencies are excited to apply for projects under the Cycle 2 call for projects. If you have any questions, please contact Sarkes Khachek, SBCAG Director of Programming, at 805-961-8913 or by email at skhachek@sbcag.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marjie Kirn'.

Marjie Kirn, Executive Director
Santa Barbara Association of Governments

A handwritten signature in blue ink, appearing to read 'Pete Rodgers'.

Pete Rodgers, Executive Director
San Luis Obispo Council of Governments



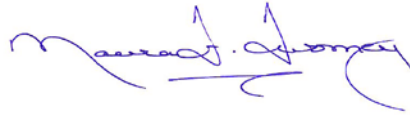
Debra L. Hale, Executive Director
Transportation Agency for Monterey County



George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission



Mary Gilbert, Executive Director
San Benito Council of Governments



Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Chair Fran Inman, Vice Chair Jim Earp and CTC Commissioners
Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Tim Gubbins, District 5 Director, California Department of Transportation
Mr. Mitchell Weiss, Chief Deputy Director, CTC
Mr. Garth Hopkins, Deputy Director, CTC
Ms. Laura Pennebaker, Associate Deputy Director, CTC
Mr. Matthew Yosgot, Associate Deputy Director, CTC
Mr. Bruce De Terra, Chief, Division of Transportation Programming, Caltrans
Mr. Chris Schmidt, Chief, Division of Transportation Planning, Caltrans



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October 15, 2018

File Number 3300300

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Tribal Chairmen's Association
Mexico

Dear Ms. Pennebaker:

Subject: 2018 Comprehensive Multimodal Corridor Plan Draft Guidelines
(Second Draft)

The San Diego Association of Governments (SANDAG) is supportive of the California Transportation Commission (CTC) 2018 Comprehensive Multimodal Corridor Plan Second Draft Guidelines (Second Draft Guidelines). SANDAG previously submitted technical comments on the initial Draft Guidelines; additional comments are outlined below.

The San Diego region's North Coast Corridor Program (a transformational package of highway, rail, active transportation, and environmental projects along Interstate 5) was cited by the Legislature as an example of the type of comprehensive approach that should be supported under the Solutions for Congested Corridors Program. The Second Draft Guidelines are consistent with this direction and will help to support the ongoing implementation of similar efforts throughout the state.

Purpose, Goals, and Process

SANDAG commends the CTC for recognizing that not all multimodal corridors are alike and may require a range of alternatives to suit regional and local goods movement and passenger travel needs. Consistent with statute, the Second Draft Guidelines provide the flexibility needed to enable regions and local communities to determine the best projects to meet their identified needs in an integrated, comprehensive, and sustainable manner.

In furtherance of this objective, please consider adding the following goals to the list on page five of the Second Draft Guidelines:

- Encouraging multimodal capacity development or enhancements
- Operational improvements, including Intelligent Transportation Systems and Transportation Systems Management, to manage congestion, reduce air pollution, and improve traffic management through advanced traveler information and tolling technologies

Corridor Plan Development

SANDAG appreciates that the CTC and Caltrans are incentivizing complex, large-scale multimodal corridor plans. These plans often require extensive participation from modal specialty staff, engineering staff, and multiple other stakeholder agencies. While page seven of the Second Draft Guidelines indicates some funds are available under the Caltrans' Sustainable Communities Planning Grants, SANDAG encourages the CTC to work with interested applicants to identify or encourage additional funding sources that could be used to help develop a strong multimodal corridor plan.

Corridor Performance Measures

SANDAG encourages the CTC to include rail delay as a performance measure under the "Congestion/Delay" section on page 11 of the Second Draft Guidelines.

SANDAG appreciates the opportunity to comment on the Second Draft Guidelines and looks forward to working with the CTC.

Sincerely,



CHARLES "MUGGS" STOLL
Director of Land Use and Transportation Planning

MST/KHE/nye