
From: Marian Brady
Sent: Friday, March 25, 2016 5:44 PM
To: ctp2040@DOT
Subject: Feedback on California Transportation Plan 2040

The CTP Project Team
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RE: Comments on the 2040 California Transportation Plan

On Page 103, Goal 3 Support a Vibrant Economy; Policy 2, the last bullet point states: *Improve the State's 12 deep-water ports with active freight rail connections to the National Rail System.* This can be interpreted two ways: Improve those already having freight rail connections to the National Rail System or improve those deep-water ports by connecting to the National Rail System.

The Port of Humboldt Bay shown on your map, page 36, Figure 5, California Rail Routes and Ports, has a bullet showing the port with orange and blue lines denoting rail service. This map is inaccurate. While there was an active rail line from San Francisco until 1995, due to tunnel collapses and land slides the rail has been non-operational for over 20 years.

As one of the 12 ports mentioned on Page 103, our port is the only one without rail service to the National Rail System. Frankly, without rail service to our port, the entire North Coast is only connected via highway, and it is questionable whether any goals for greenhouse gas reduction can be met without restoring or building new rail connections on the North Coast. All goods and SOV trips will continue at current levels; there are currently no other options.

I would request that you clarify or add rail connectivity to ALL deep-water ports in the state. A huge economic, greenhouse gas, and national security benefit would be the result of such a BIG, INNOVATIVE, and TRANSFORMATIVE rail corridor connecting the North Coast to the Sacramento Valley and connecting through the Feather River Canyon to the National Rail System.

Looking at the map on page 36, there is a transportation bottleneck once you stop the blue and gold lines at Windsor, north of Santa Rosa. Imagine the economic and clean air benefits of an east to west rail connection to the farthest west port in California, days closer to Asia, with fewer trucks idling at the Oakland terminals because not all Valley produce must go through their port with the option of a shorter route.

Finally, the Port of Humboldt is seriously underutilized because of the lack of rail connectivity to anywhere. As a result, it is possible that this port could fall into disuse due to lack of shipping thus the 12th Port could close and all possibilities to ease the pressure at other California ports along with it.

Thanks for your attention,

Marian Brady, Councilmember
City of Eureka

Marian Brady

Check out my web page at:

<http://www.redwoods.info/showrecord.asp?id=302>
