CAMBRIDGE SYSTEMATICS

California Interregional Blueprint Interim Report

Stakeholder Workshops Summary

final

report

prepared for

California Department of Transportation

prepared by

Cambridge Systematics, Inc.

in association with

Strategic Initiatives

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1.0 Workshop Overview

In November 2011, Caltrans held two stakeholder workshops to share information and gather perspectives about the California Interregional Blueprint (CIB) Interim Report. The CIB Interim Report is one element of the larger California Interregional Blueprint effort. The CIB Interim Report responds to Senate Bill (SB) 391 (Liu 2009), which requires the California Transportation Plan (CTP) to identify the statewide integrated multimodal transportation system needed to achieve maximum feasible reduction in greenhouse gas emissions under Assembly Bill 32.

In an effort to provide background information to stakeholders, Caltrans brought together its statewide modal plans and programs to illustrate the various components of the statewide transportation system. Additionally, Caltrans looked closely at the Sustainable Communities Strategies (SCS) that MPOs across California are undertaking pursuant to SB 375 (Steinberg 2008). One of the CIB Interim Report's objectives is to review how well state and regional plans address issues such as interregional travel.

The first workshop was held on Friday, November 4th from 9:00 a.m. to 11:30 a.m. at the Sacramento Convention Center. The second workshop was held on Tuesday, November 8th at the Caltrans District 7 office in Los Angeles from 1:30 p.m. to 4:00 p.m.

Caltrans invited representatives from the following stakeholder groups in California:

- Municipal and county governments;
- Tribal governments;
- Metropolitan planning organizations (MPO) and regional transportation planning agencies (RTPA);
- State agencies;
- Transit agencies; and
- Interest groups and nongovernmental organizations (NGO).

Caltrans identified approximately 500 prospective participants and solicited participation through an online invitation and response web site. Additionally, Caltrans distributed flyers in person (Appendix A) and posted the flyer on Caltrans' California Interregional Blueprint (CIB) web site (http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/).

Both workshops were webcast and the workshop materials were made available through the web portal for webcast attendees. After the workshops, the webcasts were posted to the CIB web site listed above.

Workshop materials consisted of the following items:

- **Workshop Brochure (Appendix B) –** Includes an overview of the CIB Interim Report process; descriptions of Caltrans modal plans and statewide programs; descriptions of relevant tools and data; and a table summarizing the status of all Regional Transportation Plans as of October 2011;
- **Workshop Presentation – Sacramento (Appendix C) –** Contains the PowerPoint slides presented at the Sacramento workshop; and
- **Workshop Presentation – Los Angeles (Appendix D) –** Contains the PowerPoint slides presented at the Los Angeles workshop.

This report also presents the combined polling results from both workshops. The polling was designed to stimulate discussion and gain an understanding of the stakeholders' perspectives. The number of participants varied among questions, because not all participants answered each question. Additionally, some questions allowed for multiple responses. The last two appendices (E and F) include the following information:

- **Interactive Polling Results (Appendix E) –** Contains detailed cross-tabs of the responses to the questions raised in the workshop; and
- **Follow-Up Survey Detailed Results (Appendix F) –** Contains a summary of the responses to the brief online follow-up survey sent to workshop participants.

Participants

The polling facilitator, Charles Anders of Strategic Initiatives, collected demographic information from the audience at the beginning of the workshop using small keypads handed out before the meeting. The demographic information included the workshop location, the attendee's organization, and the attendee's participation format (live or via webcast).

First, Mr. Anders would ask a multiple-choice question, and attendees would respond to the question by selecting the corresponding letter or number on the keypad. Webcast attendees were able to submit responses via the Internet. A program tabulated the responses immediately (from live attendees and those participating via the webcast), and Mr. Anders projected them on the large screen at the front of the room. Webcast participants were shown the images on the screen as well. Mr. Anders continued to poll the audience with questions in this manner throughout the meeting, after each set of presentations.

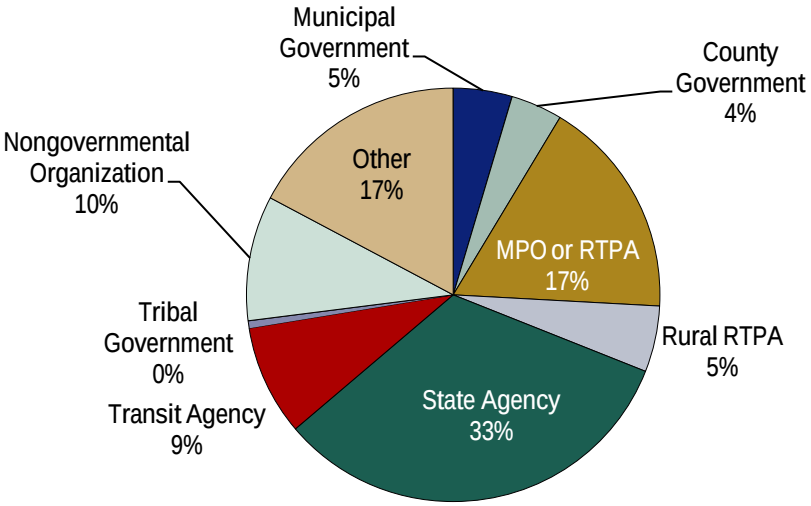
Total attendance was 255. A detailed participant breakdown is displayed below.

Workshop Attendance

Location	Live	Webcast	Total
Sacramento	55	59	114
Los Angeles	52	89	141
Total	107	148	255

Figures 1.1, 1.2, and 1.3 show demographic information collected from the first two polling questions at the beginning of the workshops. For a more detailed demographic breakdown, refer to Appendix E.

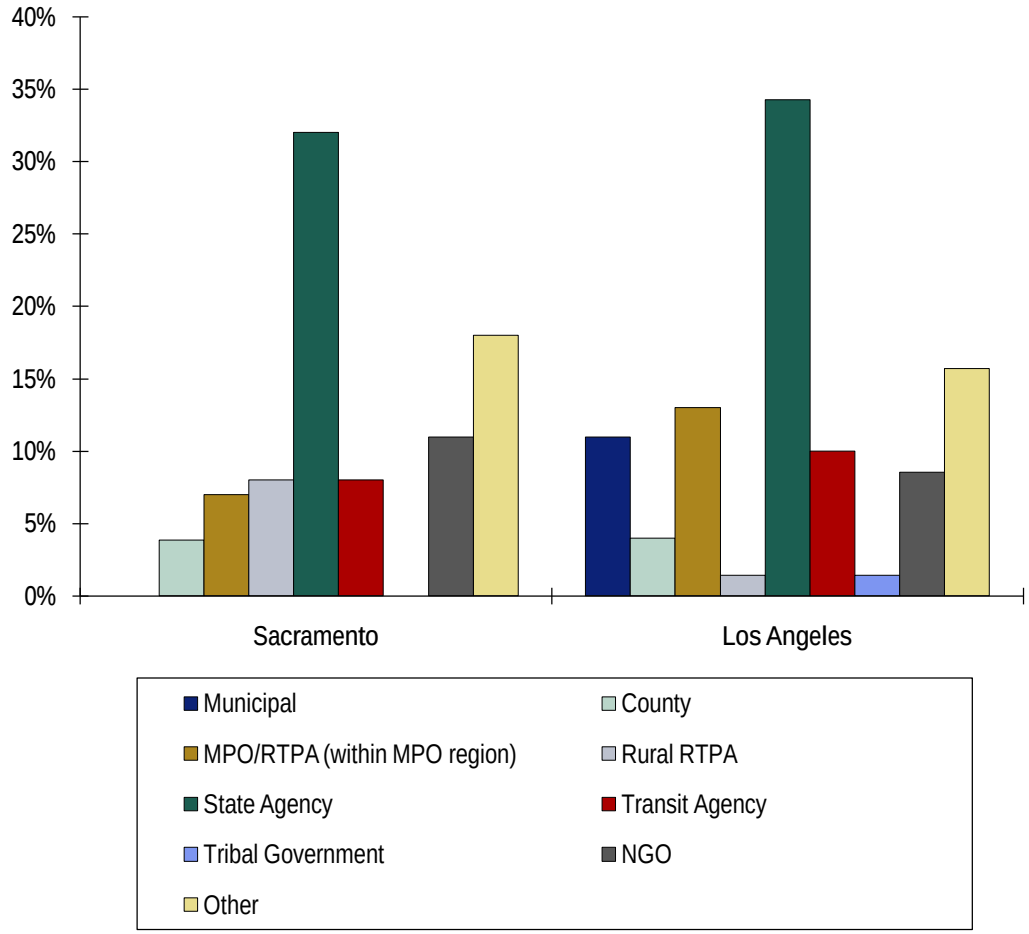
Figure 1.1 Combined Polling Results from Organization Type Question



In both workshops, state agency representatives make up the largest group of attendees, followed by the "Other" category and MPOs/RTPAs. Approximately 2/3 of participants from state agencies were from Caltrans.

(There were 174 respondents to this question.)

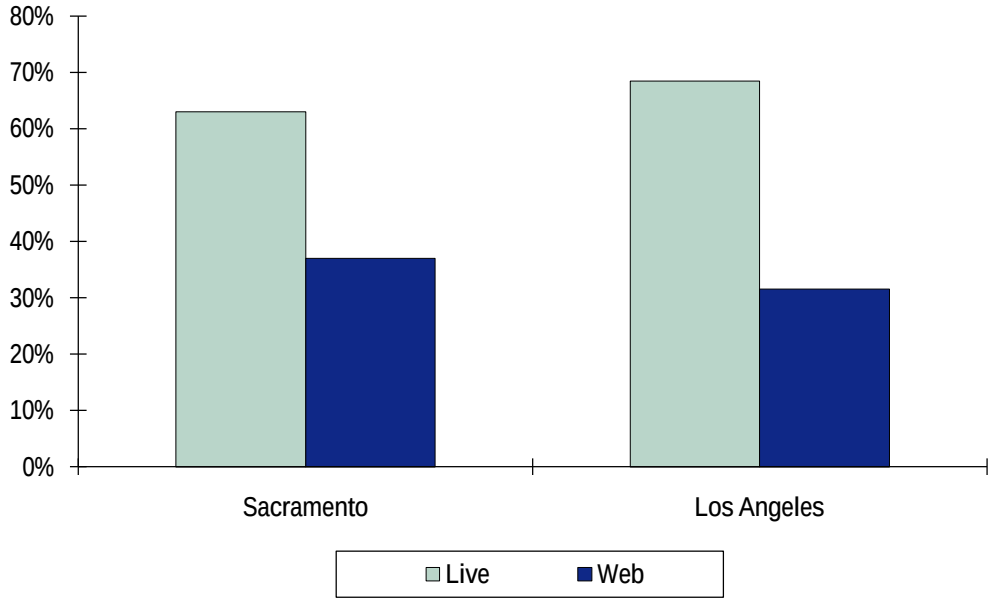
Figure 1.2 Organization Type by Workshop Location



Compared to the Sacramento workshop, the Los Angeles workshop had more participants from Transit Agencies and MPO/RTPAs, while the Sacramento workshop had more participants from "Other" organizations, NGOs, and Rural RTPAs than the Los Angeles workshop.

(There were 174 respondents to this question.)

Figure 1.3 Combined Polling Results from Participant Type Workshop



There were a greater percentage of live respondents than web respondents at both the Sacramento and Los Angeles workshops.

There were more live participants in Los Angeles than in Sacramento.

(There were 173 respondents to this question.)

2.0 Results

Sections 2.1 through 2.4 highlight the workshop content and summarize key data and ideas learned through the polling exercises and discussion.

2.1 WORKSHOP STRUCTURE

Each workshop began with opening remarks from Martin Tuttle, Caltrans Deputy Director of Planning and Modal Programs, as well as remarks from other transportation leaders, including Malcolm Dougherty, Caltrans Acting Director; and Traci Stevens, Acting Secretary of the Business, Transportation, and Housing Agency. Mr. Tuttle reviewed the workshop purpose and highlighted transportation efforts throughout the State, including Caltrans modal plans, the Smart Mobility Framework, and other state efforts. He then introduced the CIB video,[1] a short video produced by Caltrans that provided overviews of the five modal plans as well as which emphasized the multimodal aspect of California's transportation system.

After the CIB video was played, Charles Anders conducted the demographic polling exercise. Following the polling exercise, Sharon Scherzinger, Caltrans Chief of the Division of Transportation Planning, provided an overview of the California Transportation Plan and the I-580 video. This video exemplified how numerous regional agencies and Caltrans worked collaboratively to address a problem that affected multiple regions in the State.

In Sections 2.2 and 2.3, the workshop polling questions and results are described in detail. Further information about the presentation content and related materials is included in Appendix C (PowerPoint Presentation) and Appendix D (Brochure).

2.2 QUESTION AND ANSWER PROCESS

Pam Korte, Caltrans Project Manager of the California Interregional Blueprint, provided an overview of the five Caltrans statewide modal plans: Aviation, Freight, Highways, Transit, and Rail. After Ms. Korte's presentation, Charles Anders asked five modal questions. The results to these questions are shown in Section 2.3, followed by a summary of the key topics of discussion and comments.

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[1] The CIB video can be found at the following web site: http://www.dot.ca.gov/hq/tpp/californiainterregionalblueprint/Documents/index_docs/CIB_FINAL_GRFX_web_640x360.wmv

After the modal questions, Sharon Scherzinger provided an overview of the Interim Report and its requirements, which include the following components:

- Overview of SCS and Alternative Planning Strategies (APS) from across California; and
- Assessment of how the SCS and APS will influence the configuration of the statewide integrated multimodal transportation system.

Ms. Scherzinger reviewed data collection methods, which include working with the MPOs to gather the best available data; collaborating with the Interim Report Working Group; and describing trends that could impact the ability to achieve GHG reduction targets. Finally, the Interim Report will lay the groundwork for the GHG analysis in the CTP.

In addition, in the Los Angeles Workshop, Bob Leiter recalled a similar effort with the I-15 Interregional Partnership (IRP). This effort also was a collaborative effort between agencies in Western Riverside County and northern San Diego County related to housing, transportation, and economic partnership to improve the quality of life for its residents.

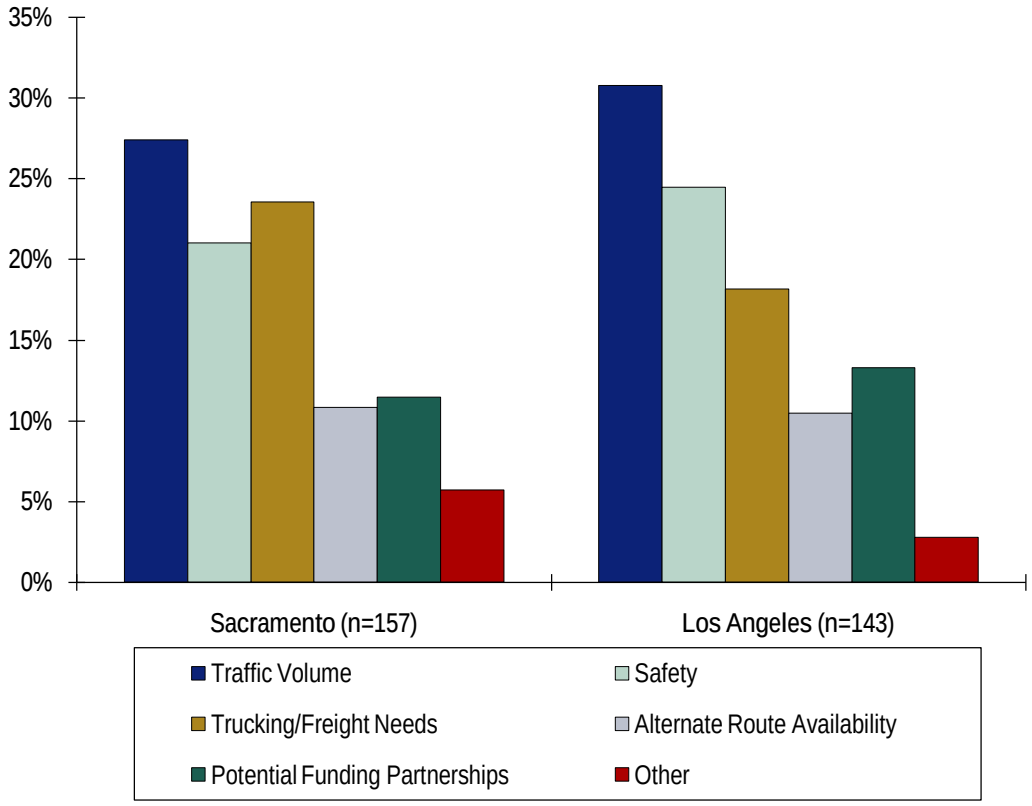
Ms. Scherzinger introduced the Interim Report Panelists, as follows:

- **Sacramento Workshop**
  - Matt Carpenter, Sacramento Area Council of Government (SACOG);
  - Andy Chesley, San Joaquin Council of Government (SJCOG);
  - Dave Ory, Metropolitan Transportation Commission (MTC);
  - Doug Ito, California Air Resources Board (CARB); and
  - Pam Korte, Caltrans.
- **Los Angeles Workshop**
  - Muggs Stoll, San Diego Association of Governments (SANDAG);
  - Doug Williford, Southern California Association of Governments (SCAG);
  - Doug Ito, CARB; and
  - Pam Korte, Caltrans.

Each panelist described his experience with the SCS process, and Charles Anders led audience participation exercises that included four polling questions and follow-up discussion. The results to the questions are displayed in four charts below. Comments related to the questions and discussions are then summarized.

2.3 QUESTION AND ANSWER RESULTS

Figure 2.1 Question 3
What would be the most important criteria for Caltrans to consider when deciding the priority for project implementation on focus routes?

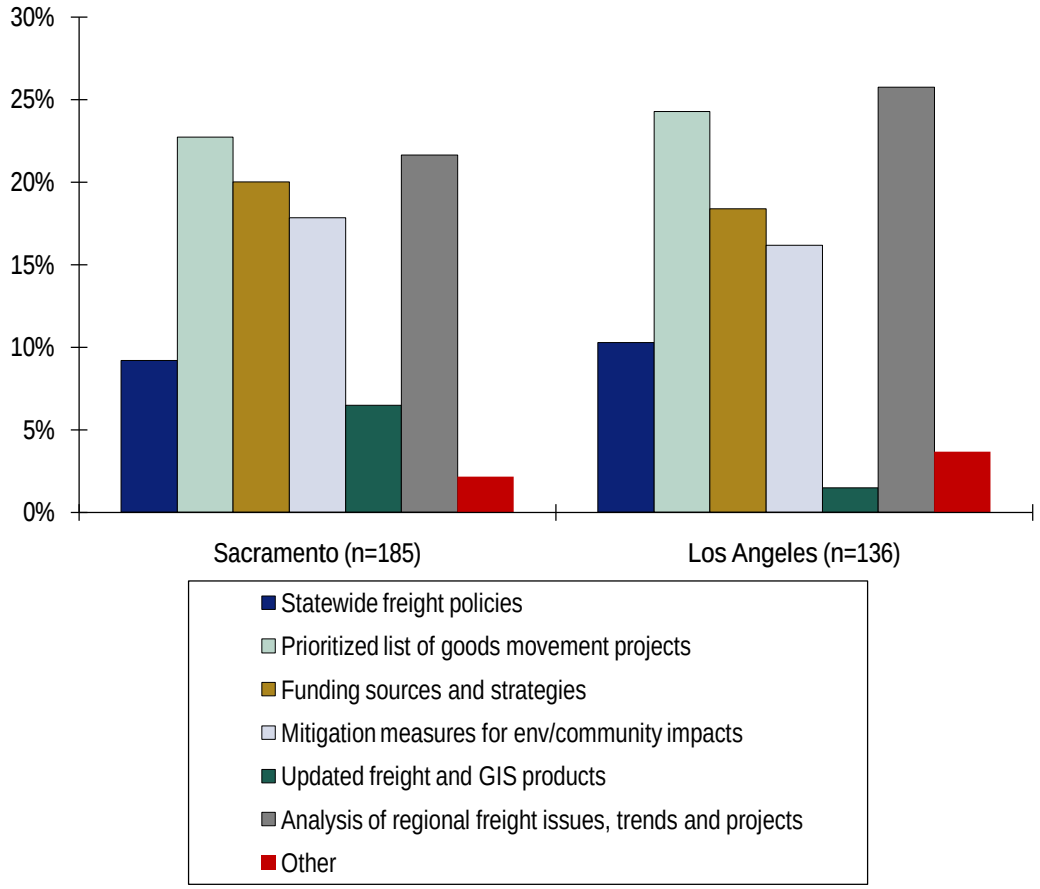


In both workshops, traffic volume, safety, and trucking/freight needs were the top three responses.

(There were 300 respondents to this question.)

Figure 2.2 Question 4

Which of the following aspects of the Freight Mobility Plan would be most useful to you?



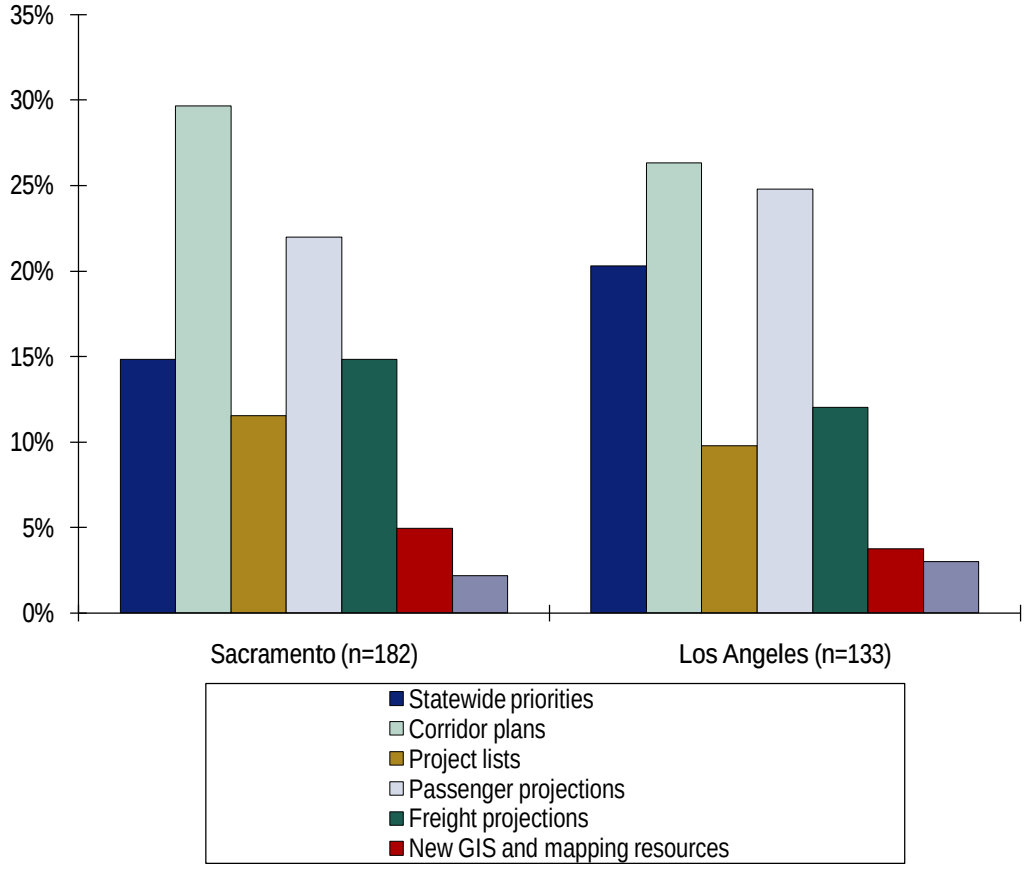
In both workshops, "analysis of regional freight issues, trends and projects" as well as "prioritized list of goods movement projects" were the top two responses.

More respondents selected "funding sources and strategies" and "mitigation measures for environmental/community impacts" in Sacramento than in Los Angeles.

(There were 321 respondents to this question.)

Figure 2.3 Question 5

How can we make the Rail Plan more useful to you?

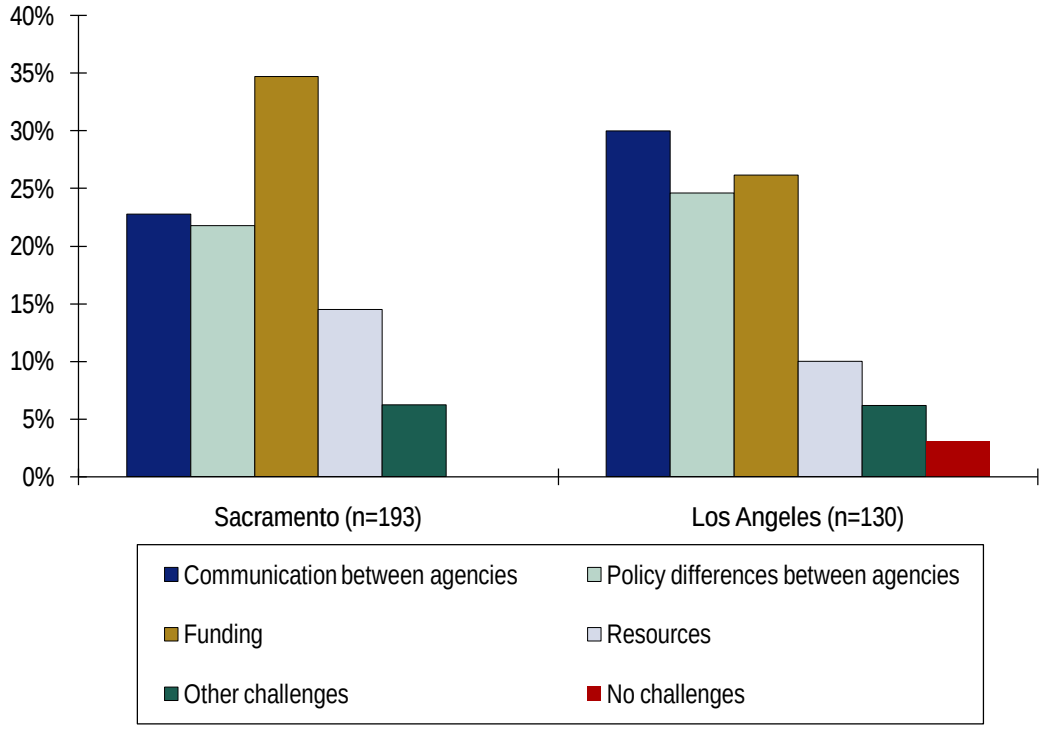


While "corridor plans" and "passenger projections" were the top two responses in both workshops, a greater percentage of respondents selected corridor plans in Sacramento than in Los Angeles.

(There were 315 respondents to this question.)

Figure 2.4 Question 6

What is the main challenge toward achieving regional coordination in transit planning?



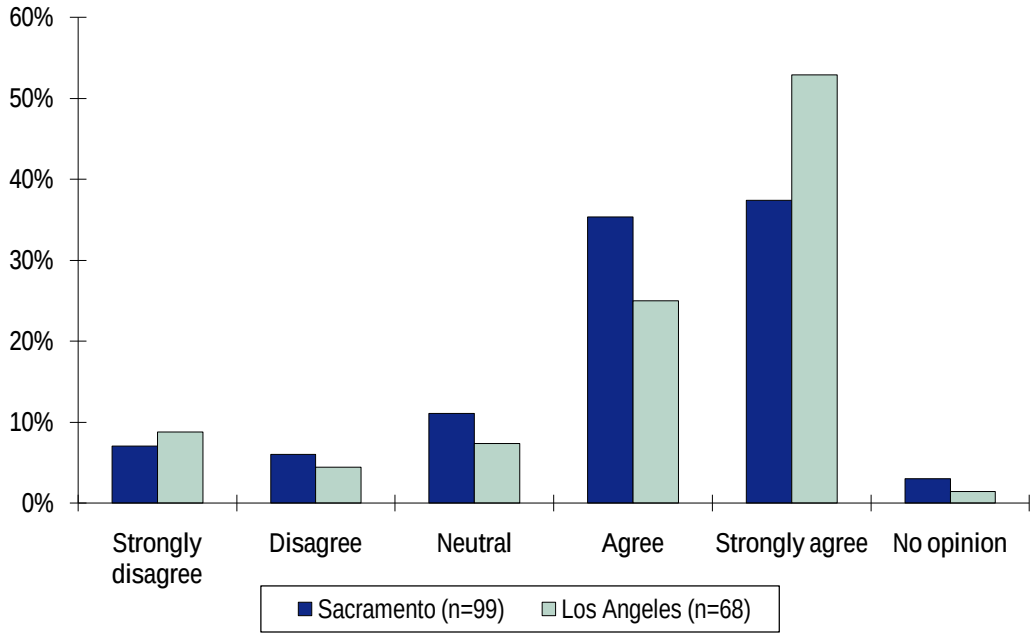
Nearly 35 percent of Sacramento respondents selected funding as the main challenge, while approximately 25 percent selected that response in Los Angeles.

In Los Angeles, "communication between agencies" was the top response (30 percent).

(There were 323 respondents to this question.)

Figure 2.5 Question 7

Do you agree or disagree with this statement: "Airports play an important role in stimulating economic activity in my region?"



The majority of respondents at both workshops either selected "agree" or "strongly agree".

More respondents in Los Angeles selected "strongly agree" than those in Sacramento.

(There were 167 respondents to this question.)

Comments

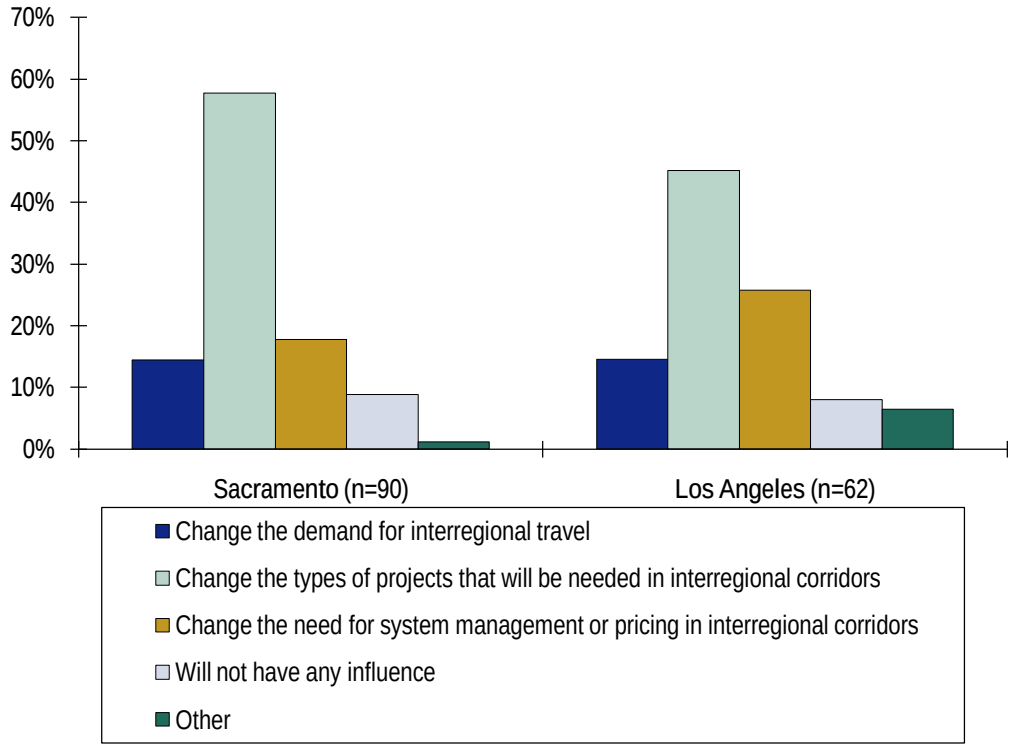
Comments received during the modal polling exercise in both the Sacramento and Los Angeles workshops are summarized in the following list. This includes responses from live participants as well as comments submitted by people participating via the webcast.

- Traffic volume, safety, and trucking/freight are key concerns on the highway system.
- It would be helpful if connections between the modal plans were made explicit.
- Freight issues were discussed more at the Los Angeles Workshop than at the Sacramento Workshop. A prioritized list of goods movement projects would be helpful.

- Corridor plans are valuable because they allow one to look at various alternatives and achieve a broad understanding [of an area or problem].
- Policy differences between local transit providers and land use agencies are a challenge.
- Transit operating resources are more important than capital funding.
- Focus on the transit rider's experience and provide an integrated transit payment system.
- Airports play an important role in stimulating economic activity, but if there is a bad economy, air travel decreases. We have seen no growth in aviation demand in 12 years.
- Economic development is a double-edged sword. It brings in business, but sometimes that business is not "green" and produces negative effects.
- General comment: It is difficult for those of us without expertise in particular modes to speak about these topics. This comment was echoed by many attendees in the follow-up survey feedback as well. Refer to Appendix F for detailed responses.

Figure 2.6 Question 8

What do you think will be the biggest influence of SCSs on the "configuration of the statewide integrated multimodal transportation system?"

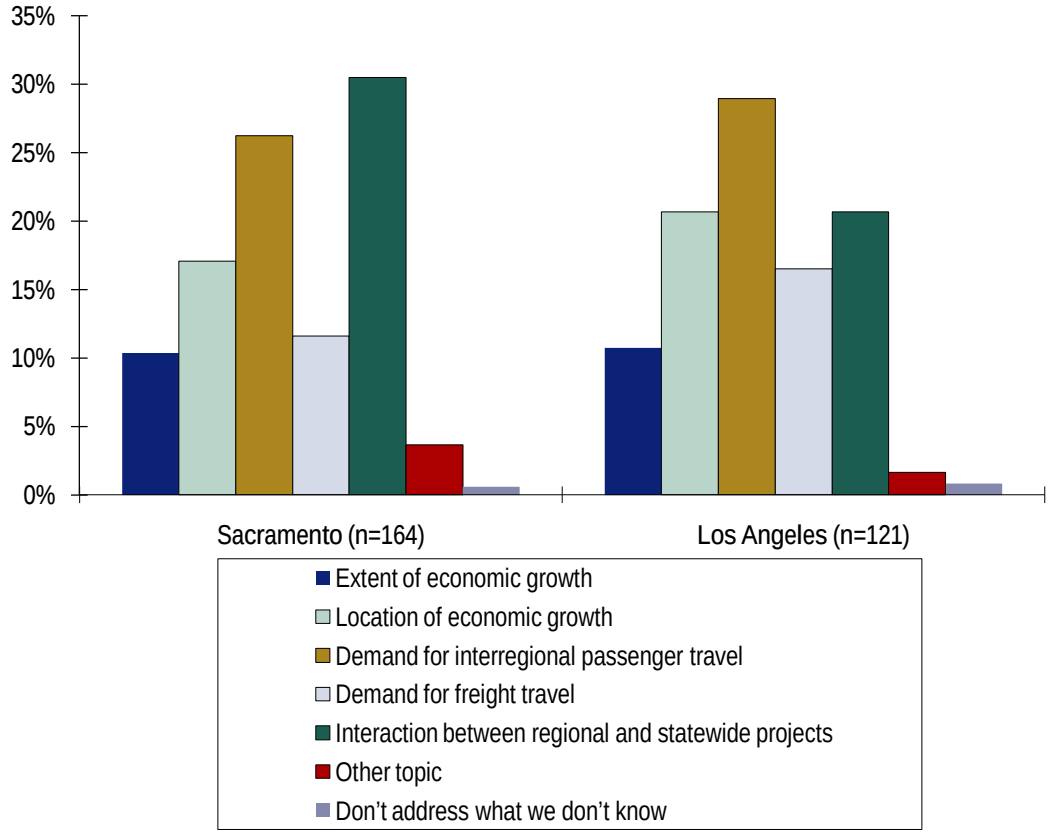


In both Sacramento and Los Angeles, "change the types of projects that will be needed in interregional corridors" received the most response, with a greater percentage of responses in Sacramento (almost 60 percent), while in Los Angeles, about 45 percent of responses went to that answer choice.

(There were 152 responses to this question.)

Figure 2.7 Question 9

Which of the following topics should be top priorities for the Interim Report?

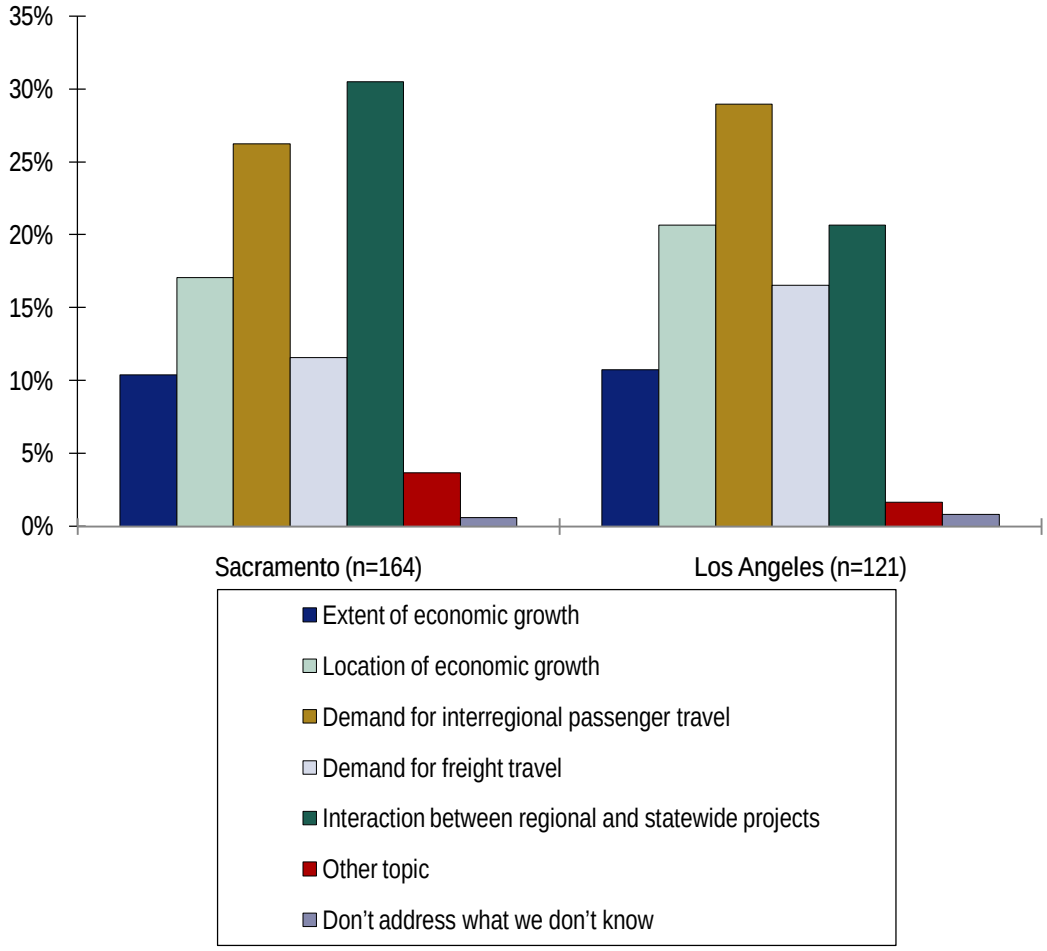


The most popular response in Sacramento was "Interaction between regional and statewide projects", while the most popular response in Los Angeles was "Demand for interregional passenger travel".

(There were 285 responses to this question.)

Figure 2.8 Question 10

Which of the following topics should be top priorities for addressing in the Interim Report?



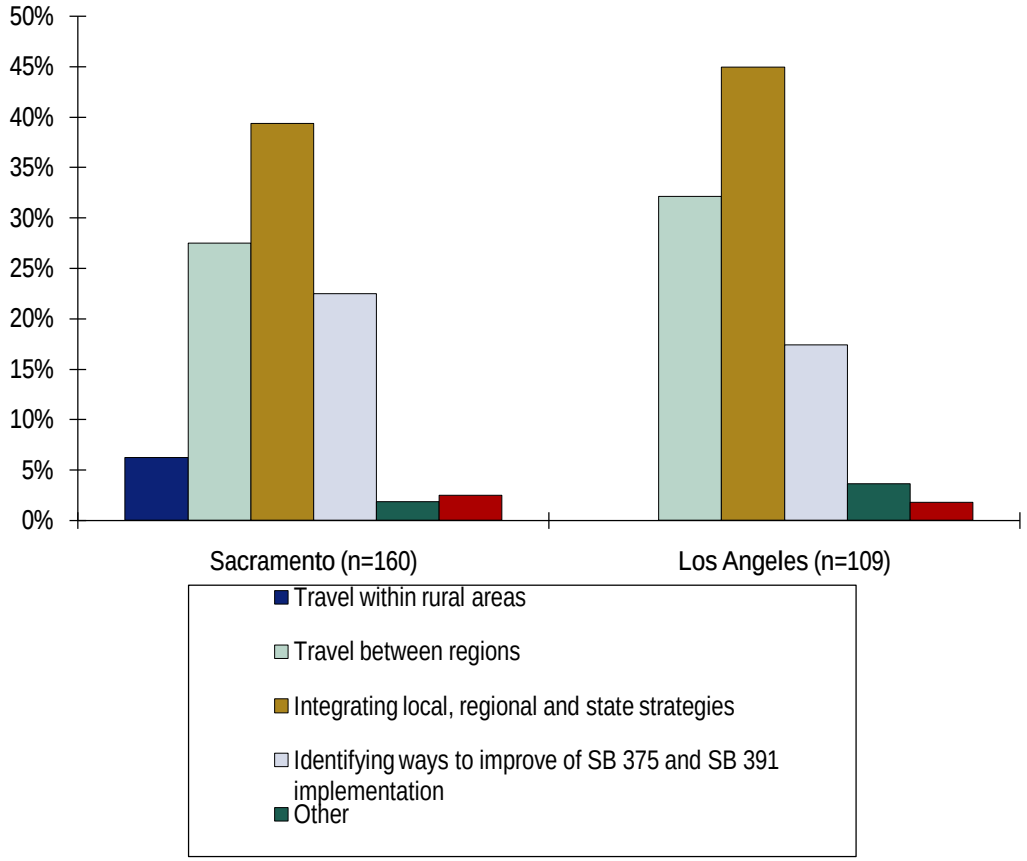
In both Sacramento, the top response was "interaction between regional and statewide projects" followed by "demand for interregional passenger travel."

In Los Angeles, the most popular response was "demand for interregional travel," while there was a tie for the next most popular response between "location of economic growth" and "interaction between regional and statewide projects."

(There were 269 respondents to this question.)

Figure 2.9 Question 11

In which of the following areas can the Interim Report make its greatest contribution for your agency's planning needs?



In both Sacramento and Los Angeles, the top two responses were "integrating local regional and state strategies" and "travel between regions".

Identifying ways to improve SB 375 and SB 391 implementation was the third most popular response, but more responses were received for that selection in Sacramento than in Los Angeles.

There were 269 respondents to this question.

Comments

Comments received during the Interim Report polling exercise in both the Sacramento and Los Angeles workshops are summarized in the following list. This includes responses from live participants as well as comments submitted by people participating via the webcast.

- We should think outside the box when deciding what types of projects to build in corridors.

- The jobs/housing balance is an important factor in this discussion, particularly in rural areas.
- Demand for interregional passenger travel was identified in both workshops as a top priority for the Interim Report.
- Traffic passing through rural areas and between urban areas has a great impact on rural areas that is difficult to address because many funding sources are allocated based on population.
- The relationship and shared responsibility between interregional travel was mentioned as one way that the Interim Report can help agencies.
- How can MPOs make areas in transition [from rural to urban] more urban?
- Keeping trips within the region is one strategy for dealing with interregional travel.

2.4 CLOSING REMARKS AND NEXT STEPS

A follow-up survey was sent to all workshop participants a few days after each workshop. Results from the follow-up survey are included in Appendix F.

At the end of the workshop, Martin Tuttle concluded the workshops by emphasizing that Caltrans and the audience of stakeholders are in this process together; and that Caltrans wants to figure out how to effectively link the regions, create a multimodal system, and combine all the necessary moving parts with limited funding. Together with the stakeholders, Caltrans is creating a vision and matching transportation investments with that vision.

The next step in the CIB process will be to complete a draft of the Interim Report. This draft will be discussed at the CIB summit in the spring of 2012. Caltrans encourages stakeholders at the summit and will include more details in the coming months.