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Cover graphic was based on a “one-word” survey that participants submitted at the public workshops. The graphic was created using a word cloud generator at Tagxedo.com ©2015

ACRONYMS

ADA	Americans With Disabilities Act
ATP	Active Transportation Program
BART	Bay Area Rapid Transit
CalSTA	California State Transportation Agency
CARB	California Air Resources Board
CBO	Community Based Organization
CHP	California Highway Patrol
CMA	Congestion Management Agency
CTP	California Transportation Plan
DMU/EMU	Diesel Multiple Unit/Electric Multiple Unit
ETB	Electric Trolley Bus
FTA	Federal Transit Administration
GHG	Greenhouse gas
GIS	Geographic Information System
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
ITSP	Interregional Transportation Strategic Plan
LA	Los Angeles
LACMTA	Los Angeles County Metropolitan Transportation Authority
LOS	Level of Service
LRT	Light-Rail Transit
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NOAA	National Oceanic and Atmospheric Administration
PAC	Policy Advisory Committee
PPP	Public Participation Plan
RCTC	Riverside County Transportation Commission
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SANBAG	San Bernardino Associated Governments
SANDAG	San Diego Association of Governments
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SEIU	Services Employees International Union
SFMTA	San Francisco Municipal Transportation Agency
SHC	Streets and Highways Code
SLR	Sea Level Rise
TAC	Technical Advisory Committee
TRAC	Technical Resources and Assistance Center
USGS	U. S. Geological Survey
VMT	Vehicle Miles Traveled



CALTRANS MISSION

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

CALTRANS VISION

A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork.

EXECUTIVE SUMMARY

The State of California, under the direction of the California Department of Transportation (Caltrans), is tasked to produce the California Transportation Plan – a statewide long-range transportation plan with a 25-year forecast period. As required by State law, the plan is reviewed and updated every five years. A draft version of the California Transportation Plan 2040 (CTP 2040 or Plan) was released in March 2015 for public review and comment. In order to assure that the general public and transportation stakeholders had an opportunity to provide input on the Draft CTP 2040, Caltrans sponsored a series of seven workshops throughout the state. This report provides a summary of the outreach and the public workshop activities conducted for review of the Draft CTP 2040. After considering all of the public input and the range of suggestions received, a final version of the Plan is scheduled for approval at the end of 2015.

The foundation for the Draft CTP 2040 is a vision of California in which transportation planning plays a critical role in supporting the state's vibrant economy, provides for a comprehensive infrastructure, and helps reduce greenhouse gas (GHG) emissions. The Draft CTP 2040 documents a roadmap for a sustainable transportation system that improves mobility, strengthens communities, and enhances the quality of life for all in California.

While the Draft CTP 2040 takes into account the recommendations from previous plans, it is much different from earlier versions. New technology, current legislation, and social developments, such as car-sharing, all influence transportation planning in the Draft CTP 2040 in ways previously not considered and call for a different approach from those described in predecessor plans. The Draft CTP 2040 takes into account several pieces of landmark legislation and executive orders that require reducing GHG emissions to a level that is 80 percent below 1990 levels by the year 2050. The Draft CTP 2040 designs an approach by which the state can achieve such a reduction of GHG emissions through a fully integrated, multimodal, connected, and sustainable transportation system.

With the emphasis of reducing GHG emissions, Caltrans recognizes that the current CTP 2040 must be aggressive in its recommended actions and far-reaching to include all California residents and key groups covering every sector for involvement. Caltrans also realizes that to be successful with reaching its goals, everyone – from State policy makers to neighborhood pedestrians – will need to participate in the Plan's development at a meaningful level. Thus, the purpose of the public workshops was multifold – the workshops served as a means for Caltrans to receive direct public input and provide public education and awareness of the Plan, as well as to gauge public support for the proposed policies, strategies, and recommendations.

The workshops were held in March 2015 in the following cities: Sacramento, Redding, San Diego, Riverside, Los Angeles, Fresno, and Oakland, respectively. Conducting workshops at several locations throughout the state helped to ensure that the CTP 2040 reflected the desires of California's residents and the concerns of key stakeholders such as the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs); Native American Tribal representatives; transportation, housing, and land use advocates; local and regional policy makers; environmentalists; social justice advocates; cyclists; pedestrians; and the many others who follow statewide transportation policy.

All combined, approximately 180 people attended the workshops. The meetings were designed in an “open house” format to maximize conversational interaction with the project team, consisting of Caltrans staff and consultant support. This format allowed for one-on-one discussions of issues and opportunities for thorough explanations to the public’s questions, as opposed to a formal presentation in a traditional meeting format with restricted time for questions and answers. The team received several comments from participants in appreciation of the interactive workshop design.

The workshops were also designed to meet State and federal procedures and regulations for public involvement. The workshops supported requirements of Title VI of the Civil Rights Act of 1964 (Title VI), and followed the recommendations of the Federal Transit Administration (FTA), as well as the Caltrans’ 2013 Public Participation Plan. Title VI requires that there is access and opportunity for involvement without regard to race, color, or national origin. The FTA circulars 4702.1B and 4703.1 support Title VI and the federal regulations to address environmental justice with projects that receive federal transportation funds. The FTA circulars stipulate that ethnic minority, low-income, people with disabilities, and limited English proficient individuals are ensured meaningful access to transportation programs and services. The workshops provided an opportunity for public input; ensured an open, inviting and accessible process for all by being in different locations; sought to include those individuals stipulated in the regulations as well as others; and allowed for participation in a manner that was convenient, familiar, and not in a traditional presentation-oriented format.

Each of the workshops followed the same open house format. A participant could arrive anytime during the three-hour window and review plan components, engage with project staff, ask questions, and provide comments. The participant could engage one-on-one with Caltrans staff from the Sacramento Headquarters, as well as staff from the respective local District Office. Caltrans local district staff from District 2 (Redding), District 3 (Sacramento), District 4 (Oakland), District 7 (Los Angeles), District 8 (Riverside), and District 11 (San Diego) participated at their local meeting. In several cases, Caltrans staff supported the workshop outside of their designated district area.

The availability of staff contributed positively to the overall participant experience of the workshop. Participants felt heard and were engaged as staff took additional time to explain a topic or assist a participant with specific questions. This less formal structure allowed staff to work with participants in a manner which maximized their engagement in the planning process.

“I like the [workshop] stations and that staff are available to talk about the Plan and answer questions.”

-Workshop Participant

THEMES

In their discussions with the Caltrans staff and CTP 2040 consultants, as well as from their submitted comments, participants expressed ideas, concerns, and desires regarding the following key themes for transportation and the State’s transportation system:

- GHG emissions and clean air
- Housing and land use
- Public health
- Travel times and congestion

- Reliability and system performance
- Increased mobility and connectivity
- Health impacts and benefits
- Efficiency of delivery and services
- Safety of the system
- Equity of delivery and services

“Caltrans leading the way with cities to follow in this direction; I like this new direction with emphasis on multimodal!”

–Workshop Participant

Specific to the Draft CTP 2040, the recurrent topics included:

- Current developments regarding technology
- Policy and planning connection of transportation and land use
- Climate change/sea level rise as an environmental concern for transportation planning
- Practical strategies to achieve the alternatives and goals
- Preparation of the CTP 2040 for a more general public, as the information is currently very technical
- Maintenance and funding to keep the system operating

More information is needed regarding the following:

- Clarity on how and where the “local” needs or desires fit into the CTP 2040
- Clarity on the roles and responsibilities and the inter-relationships regarding the California Transportation Commission, MPO/RTPAs, and other policy making bodies
- Connectivity of the system across modes and approaches for transportation

“I was pleased with the content and intelligence behind this version of the CTP. [The workshop] presenters were knowledgeable, patient and articulate.”

–Workshop Participant

The public workshops ensured that Caltrans staff could hear firsthand from stakeholders about what they view as important for the state’s future transportation needs. Caltrans was able to put forth its own ideas of what is important to the state, such as GHG emission reduction, and through the public engagement process, Caltrans was able to understand the public’s priorities. Working with stakeholders, helping them understand how CTP 2040-related decisions are made, and supporting accessible public participation in the Plan development process demonstrates a partnership between the public and the state. Together, Caltrans and stakeholders can make the CTP 2040 an actionable plan that moves the state forward with a safe, sustainable, integrated, and efficient transportation system.

The remainder of this document provides more details about the Draft CTP 2040, the public workshops and outreach, and summarizes public comments and opinions shared during the workshops.

CHAPTER 1 | CTP 2040 BACKGROUND

CTP 2040 VISION

California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the state's greenhouse gas emission reduction goals and preserving the unique character of California's communities.

The State of California, under the direction of the California Department of Transportation (Caltrans), is tasked to produce the California Transportation Plan -- a statewide long-range transportation plan with a 25-year forecast period. The California Transportation Plan (CTP 2040 or Plan) draft document examines the various transportation modes that make up the statewide transportation system: highway, freight, rail, aviation, maritime, transit, bicycling, and walking. The CTP 2040 is not project-specific. It considers transportation policy for the next 25 years and how all modes can work together to provide for a sustainable and integrated system that supports a thriving economy, social equity, and human and environmental health.

THE PURPOSE

The CTP 2040 is a policy framework designed to guide transportation-related decisions. It aims to ensure that policy decisions and investments are made at all levels of government and within the private sector that will work congruently to enhance California's economy, improve social equity, support local communities, and protect the environment.

The CTP 2040 addresses the requirements of landmark legislation and executive orders calling for the reduction of greenhouse gas (GHG) emissions to 80 percent of 1990 levels by the year 2050. It lays out alternative scenarios that could allow the state to achieve the reduction and at the same time meet the state's future travel needs. The CTP 2040 calls for a sustainable transportation system that improves mobility for all, strengthens communities, and enhances the state's quality of life. To accomplish this, the CTP 2040 presents six goals that are supported by a series of policies, strategies, and performance measures.

The goals are:

- Improve Multimodal Mobility and Accessibility for All People
- Preserve the Multimodal Transportation System
- Support a Vibrant Economy
- Improve Public Safety and Security
- Foster Livable and Healthy Communities and Promote Social Equity
- Practice Environmental Stewardship

In preparing the CTP 2040, Caltrans initially issued a Draft CTP 2040 in March 2015. The goals, policies, and strategies are outlined in the draft document.

DRAFT PLAN CONTENT

As a draft document, the CTP 2040 describes California's current transportation system and provides an overview of travel behavior and transportation decisions for the next 25 years. In Chapters 1 - 6, the Draft CTP 2040 examines trends and opportunities, evaluates funding, defines goals, and suggests a number of policies and strategies aimed at achieving each goal. Chapter 7 contains a detailed presentation of the analyses, travel demand forecasting models, and other technical information that apply to three alternative scenarios. These alternatives are fundamental to the state achieving its goals of GHG emissions reduction and meeting the transportation demands of its residents. Chapter 8 provides recommendations on specific activities that policy makers, individuals, agency representatives, and others can undertake to move California toward the goals outlined in the Plan.

CTP 2040 SCHEDULE

The public review period for the Draft CTP 2040 was March 2 through April 17, 2015. In addition to the seven workshops, a webinar was also hosted on March 5. The Draft CTP 2040 and the webinar materials are found on the project website at www.californiatransportationplan2040.org. Following the end of the public review period, staff from the Caltrans Office of State Planning will review the comments and incorporate them into the revised document as appropriate. The revised CTP 2040 will be reviewed by the CTP 2040 Policy Advisory Committee (PAC), by the Technical Advisory Committee (TAC), and through consultation with Tribal Governments. After final review, the Plan is scheduled for approval in December 2015. The Governor will adopt the Plan and submit it to the Legislature and the Secretary of the U.S. Department of Transportation.

CHAPTER 2 | PUBLIC WORKSHOP SERIES

INTRODUCTION

Early in the process of preparing the Draft CTP 2040, Caltrans decided to hold a series of public workshops to share information regarding the Draft CTP 2040. Hosting the public workshops was consistent with Caltrans' commitment to public involvement and engagement as stated in the 2013 Public Participation Plan (PPP). The workshops served as a means for the public to better understand transportation issues and participate in the development process for the CTP 2040.

The purpose of the workshops was to:

- Educate and inform the public of the Draft CTP 2040 and the planning process
- Involve the public in the transportation decision-making process regarding future investment
- Encourage public outreach to a diverse public to ensure that the transportation decisions reflect community values and interests
- Present the Draft CTP 2040 information in a way that is practical and that demonstrates how the CTP 2040 was prepared and how it will be used
- Collect information to include in the final version of the CTP 2040 by receiving input and comments from the public and to reference for futuristic activities

The CTP 2040 project team, consisting of Caltrans planning staff and supporting consultants, recognized that the information presented in the Draft CTP 2040 is very technical. Public outreach was directed toward a very broad audience as opposed to a limited audience of policy or transportation experts. Therefore, presenting very technical information to such a diverse, wide-ranging audience called for a unique and inclusive approach. Many participants would be seeing and hearing the information for the first time; others would be more familiar and positioned to move rapidly through points or explore concepts beyond the basics. Thus, presenting such information in a general assembly format to various audiences around the state presented a number of unknowns for the workshop planners with which to contend. Therefore, the concept of a "hands on," interactive workshop series was developed.

The project team evaluated several meeting models and determined that a workshop format with an "open house" feel would be best for the presentation of the CTP 2040 topics. With the open house format, participants could arrive any time within the stated time frame, engage with project team members, and review technical information at their personal pace.

The workshop series design was consistent with State and federal requirements regarding public involvement. Specifically, the workshops complied with Title VI of the Civil Rights Act of 1964 (Title VI), Federal Transit Administration (FTA) circulars and Caltrans 2013 PPP regarding the manner in which transportation stakeholders and the general public shall be engaged and informed of Caltrans transportation projects and programs. Title VI requires access and opportunity for public involvement without regard to race, color, or national origin. The FTA circulars 4702.1B and 4703.1 respectively support Title VI and regulations to address environmental justice in regards to transportation projects that receive federal funds. The circulars stipulate that ethnic minority, low-income, people with

disabilities, and limited English proficient individuals are ensured meaningful access to transportation programs and services. The FTA circulars also list some of the methods in which state departments of transportation can conduct public outreach, including holding meetings in communities with which participants are familiar, at convenient times, and in open formats.

In keeping with the PPP and the FTA circulars, the statewide workshops accomplished the following:

- Provided opportunities for public input and public education
- Ensured an open, inviting, and accessible process for all by being in various locations and on transit lines
- Supported participation in a manner that was convenient, familiar, and beyond traditional meeting styles through unique design and staffing approaches

The following two chapters provide more detail about workshop locations, design, and format; the outreach efforts and products used; and overall participation.

CHAPTER 3 | PUBLIC WORKSHOP SERIES

METHODOLOGY

LOCATION AND VENUE SELECTION PROCESS

The workshops were held in seven cities throughout the state. The selection of the venues for each workshop was based on the following criteria:

- Open to the general public during and after regular work hours
- Able to accommodate approximately 100 people
- Flexible room arrangement (such that tables, chairs, and other items could be moved around)
- Near public transit
- Near available parking
- Free or low cost room rental or usage fee
- Compliant with the Americans With Disabilities Act (ADA)
- Allowed for light refreshments to be served
- Familiar meeting place

Based on the above criteria, the project team identified and reserved facilities for the following cities and dates:

- Sacramento – North Natomas Branch Library, March 10
- Redding – City of Redding Community Room, March 12
- San Diego – Valencia Park/Malcolm X Branch Library and Performing Arts Center, March 17
- Riverside – Riverside Community College, March 18
- Los Angeles – Southern California Association of Governments (SCAG), March 19
- Fresno – Fresno City College, March 24
- Oakland – Joseph P. Bort MetroCenter (Metropolitan Transportation Commission Building), March 26

The CTP 2040 will ultimately affect everyone in California: in small towns and large cities, as well as through all modes of transportation. Thus, the public workshops will help to ensure that the final version of the CTP 2040 reflects many of the concerns of stakeholders from specific communities. Workshops were attended by representatives from MPOs and RTPAS; transportation, housing, and land use advocates; Tribal representatives; local and regional policy makers; environmentalists; social justice advocates; cyclists; pedestrians; students; advocates for people with disabilities; senior advocates; and many others who follow statewide transportation policy.

OUTREACH EFFORTS

Outreach efforts were made to three categories of participants:

1. The general public
2. Local transportation stakeholders (including land use, environmental, recreation groups and others, along with individuals who have an interest in transportation planning and policy)
3. Regional and State level stakeholders such as MPOs and RTPAs; regional transportation authorities; CTP PAC members; and state-level stakeholders, such as the California Highway Patrol (CHP) and the California Air Resources Board (CARB)

The outreach materials were produced jointly by the Caltrans Office of State Planning, the Caltrans Public Affairs Department, and the CTP 2040 supporting consultants. Press releases, public service announcements, calendar announcements, and an array of flyers and notices were created (Appendices A and B). In addition, social media, including Craigslist, Twitter, and electronic mailings were used to promote the workshops at a local level.

As a result of the outreach, in the days preceding the workshops and prior to the close of the public comment period, articles and announcements were posted on a wide variety of websites, including local news organizations, town calendars, environmental organizations, and transportation blogs. While many people received the information about the workshops, participants shared that more emphasis should have been placed on the “open house” nature of the meetings; a few participants anticipated attending a three-hour transportation forum.

Information promoting the workshops was sent to a variety of people via Caltrans’ stakeholder database of approximately 5,000 contacts. Public service announcements and press releases were sent to the media via Caltrans Public Affairs Division; the CTP 2040 supporting consultants sent electronic notices to local community-based organizations (CBOs) within each of the workshop geographic areas. The outreach to local CBOs was a targeted effort to reach local community leaders and organizations that work with the underrepresented, low-income and limited English proficient individuals as outlined in Title VI. In addition, contacting the CBOs broadened the outreach to invite and inform environmental, community development, senior, housing, and other types of organizations about the workshops. A list of the CBOs contacted is included in Appendix C.

The outreach methods used are outlined in the following table. Some of the outreach activities were far-reaching, others were more selective. Some provided information *to* stakeholders and invited them to participate in the workshop; others solicited input *from* stakeholders and requested them to respond to surveys or email. The following table describes the outreach activity performed or the product developed and the targeted audience.

Outreach Activity or Product	Participant / Audience
<p>CTP 2040 Website www.californiatransportationplan2040.org An interactive website designed to inform as well as receive input from the viewer. The website was featured on all collateral products and will remain in use after the public review period for the Draft CTP 2040.</p> <p>The website has links to download a copy of the document, the fact sheet and brochure. In addition, some of the documents posted are translated into Spanish. The site has a method for viewers to send email to Caltrans. In addition, there is a short survey with changing questions for viewers to respond. The website contains links to other related transportation reports and a section with facts about transportation.</p>	<ul style="list-style-type: none"> ○ General public ○ Individuals ○ Local organizations and interest groups ○ Regional stakeholders ○ State officials and agencies
<p>Twitter An avenue for Caltrans to send out updates about the workshops.</p>	<ul style="list-style-type: none"> ○ Those who sign up to follow via Twitter.
<p>Craigslist Used in each of the local markets to promote the upcoming workshop.</p>	<ul style="list-style-type: none"> ○ Anyone who searches the “transportation” activities on Craigslist “Community” section.
<p>Electronic Mailings Announcements and invitations about the workshops.</p>	<ul style="list-style-type: none"> ○ Interested stakeholders and members of the public who are on Caltrans existing database of 5,000 contacts. ○ Additional people who participated in the webinar or contacted Caltrans through the CTP 2040 website. ○ Approximately 500 community based organizations throughout the state that focus on housing, transportation, community development, and serving ethnic minority groups and limited English Speakers
<p>Public Service Announcements (PSAs) and Press Release PSAs were used as short announcements and calendar listings for local and small newspapers, radio, T.V. and websites.</p> <p>Press Releases were used for longer stories and background on the CTP 2040 workshops.</p>	<ul style="list-style-type: none"> ○ Caltrans Public Affairs Office circulated to its media channels.

Outreach Activity or Product	Participant / Audience
<p>Flyers and Note cards</p> <p>1) General Information 2) Site-Specific</p> <p>These were colorful “poster-like” announcements used to promote the CTP 2040.</p>	<ul style="list-style-type: none"> ○ Flyers were circulated as an attachment to the electronic mailings. ○ Hundreds of note cards were printed and distributed at District Offices.
<p>Public Webinar</p> <p>A public webinar was hosted on March 5, 2015. Approximately 177 participated in the webinar.</p>	<ul style="list-style-type: none"> ○ A flyer was shown during the webinar showing the locations of the public workshops. ○ The moderator announced the workshops and read off the locations for the participants to hear.

As a result of the outreach, approximately 180 individuals attended the workshops based on the sign-in sheets (some did not sign in and are not included in the final count). The following is a sample of the individuals who were present at the public workshops and the array of organizations they represented.

Location	Organization
<p>Sacramento</p>	<ul style="list-style-type: none"> ○ California Air Resources Board ○ California Highway Patrol ○ FREED Center for Independent Living ○ State Housing and Community Development ○ San Joaquin Council of Governments
<p>Redding</p>	<ul style="list-style-type: none"> ○ Shasta Regional Transportation Agency ○ Pit River Tribe ○ Viva Downtown Redding ○ City of Redding ○ Shasta County Public Health
<p>San Diego</p>	<ul style="list-style-type: none"> ○ Skyline/Paradise Hills Planning Group ○ City Heights Community Development Corporation ○ Auto Club of Southern California ○ San Diego Association of Governments (SANDAG) ○ Aging and Independent Services
<p>Riverside</p>	<ul style="list-style-type: none"> ○ Inland Empire Biking Alliance ○ Blindness Support Services ○ Students ○ City of Fontana ○ San Bernardino Associated Governments (SANBAG)
<p>Los Angeles</p>	<ul style="list-style-type: none"> ○ East Yard Community for Environmental Justice ○ Sierra Club ○ Southern California Associated Governments (SCAG) ○ Service Employees International Union (SEIU) Local 721 ○ Impact Teen Drivers

Location	Organization
Fresno	<ul style="list-style-type: none"> ○ Fresno State ○ Madera CTC ○ Technical Resource and Assistance Center (TRAC) ○ Fresno Council of Governments ○ League of Women Voters
Oakland	<ul style="list-style-type: none"> ○ Community Bridges – Lift Line ○ California Bicycle Coalition ○ 350 Bay Area ○ Greenbelt Alliance ○ Metropolitan Transportation Commission (MTC)

PUBLIC WORKSHOP DESIGN AND STRUCTURE

Each workshop followed the same format, including identical exhibits, interactive exercises, and information stations. Each workshop lasted from 4 p.m. to 7 p.m. The design of the workshop in an open house format is a proven method for presenting technical information to a very diverse audience. This format allows for people to absorb information at a rate and level that is adaptable to their needs. This is in comparison to a large assembly meeting model that has prescribed conversation and presentation points. With the open house, people could engage with Caltrans staff on a particular issue of concern or all issues presented. Each workshop station had at least one staff person on hand to engage with participants. The flexibility of the meeting format and the availability of staff allowed for particular staff to focus on specific needs of participants without impacting the flow of the workshop for others attending. For example, in San Diego, a staff person was able to accompany Spanish-speaking participants throughout the entire workshop. The participants shared that the ability to have an “escort” with them to translate at every station made the meeting a very positive experience. Likewise, in San Diego, a participant did not want to write notes, and a staff person recorded a full page of comments on that person’s behalf. In Sacramento, the CTP 2040 project team assisted a visually impaired participant to ensure that he had a meaningful experience at the workshop.

WORKSHOP STATIONS

The following describes the design and format of the ten workshop stations. Appendix D contains images, display boards, and other materials available at the workshop stations.

STATION 1 – ARRIVAL/WELCOME

Station 1 provided participants with a place to complete a sign-in sheet and become oriented to the workshop. As each participant arrived, staff provided him or her with an information packet and a brief orientation to the workshop, the stations, and the flow of the room. This first stop set the stage for the open house format and the individual approach to receiving information and providing input. The information packet contained the following materials (with details found in the stated appendices):

- **CTP 2040 brochure**(Appendix A)
The CTP 2040 Brochure provided participants with information about the project and the ways they could become involved.
- **CTP 2040 scope document and timeline**(Appendix A)
The CTP 2040 Scope Document and Timeline provided participants with an opportunity to learn about the actions taken by Caltrans to develop the CTP 2040 to date and to track future progress.
- **Workshop passport** (Appendix E)
The workshop passport encouraged participants to participate in the entire workshop by stopping by each station. For each station they visited, participants received a “star” sticker on their workshop passport. At the final Station – Station 10 – the workshop passport was collected, and the participant entered into a drawing for a large photograph of a local symbol of transportation (e.g., the San Francisco Bay Bridge).
- **“One-word” survey** (Appendix E)
The “one-word” survey asked workshop participants to think of the one word that came to mind when thinking about transportation in California.
- **Comment card** (Appendix F)
The comment card asked participants general information about the workshop, such as how they heard about the event, and also asked them to provide input on transportation in California.
- **Title VI survey** (Appendix G)
The Title VI survey asked participant’s demographic questions in an effort to comply with Caltrans’ responsibilities under Title VI of the Civil Rights Act of 1964. Completion of this survey was voluntary and confidential.

STATION 2 - PROJECT INTRODUCTION

At Station 2, workshop participants were asked to view a two-minute presentation to learn about the basics of the CTP 2040, a quick primer on GHGs, and why reducing GHG emissions is so important to the CTP 2040 (Appendix D-2).

STATION 3 - TRENDS AND OPPORTUNITIES

Station 3 introduced workshop participants to a list of ten trends and opportunities identified by the Draft CTP 2040. Caltrans staff provided a verbal description of a specific trend and/or opportunity and indicated how it has informed or will inform further CTP 2040 development. To make this station interactive, participants were asked to indicate, by placing post-it tabs on a laminated board, which three trends or opportunities they felt were most important or influential to transportation planning and impacts in California (Appendix D-3). This exercise provided Caltrans with information about which issues were the most important to participants.

STATION 4 – GOALS AND POLICIES

Station 4 included four display boards outlining the major goals of the Draft CTP 2040 (Appendix D-4). Printed under each goal were examples of policies and strategies for achieving the goal. Participants were given five post-it tabs to identify on the boards what they thought were the most important or influential policies for transportation planning in California. This information provided Caltrans with information about the goals that resonated most with workshop participants.

From this station, participants were given a better understanding of how planning goals set targets, or milestones, and what should be achieved in the future. In addition, participants were provided with more information to better understand the complexity of variables considered in statewide transportation planning.

STATION 5 - ALTERNATIVES AND ANALYSIS

Station 5 presented participants with a layout of planning alternatives and a description for analyzing the options (Appendix D-5). Staff at this station personally interacted with participants to ensure that they understood the model used to explore how to reach the GHG emission reduction rates.

STATION 6– RECOMMENDATIONS

Station 6 presented participants with a snapshot of the proposed recommendations contained within the Draft CTP 2040 (Appendix D-6). Participants were given four post-it tabs to place on the display boards and asked to identify what actions and/or recommendations they would be willing to commit to or try more frequently, if it would help to move the State and their community towards achieving the goals of more sustainable transportation and minimizing GHG impacts. This station provided a way to informally prioritize some of the recommendations of the Draft CTP 2040.

STATION 7 - CALTRANS EARTH

Station 7 provided participants with an introduction to Caltrans Earth, a web-based application that has the ability to present a transportation Geographic Information System (GIS) footprint by region. Participants could also see a display of the predicted population growth in California (Appendix D-7). Participants were shown and invited to use Caltrans Earth on the available laptop at the station. Caltrans staff provided input on the features of Caltrans Earth and showed participants information about transportation within the region hosting the workshop. This provided participants with a deeper understanding and familiarity with the tool. It also enabled Caltrans staff to gather information about possible enhancements to the program.

STATION 8 - INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP)

Station 8 provided participants with a deeper understanding of the Interregional Transportation Strategic Plan (ITSP). Using large maps and information boards, ITSP staff were able to describe the plan and answer participants' questions (Appendix D-8).

STATION 9 - RESOURCE TABLE

Station 9 contained various copies of fact sheets, reports, documents and copies of other intermodal plans that support information in the Draft CTP 2040 (See Appendix D-9 for a list of materials). Participants were encouraged to peruse these materials at their leisure. In addition, they were able to take many of the materials with them for further consideration and reference.

STATION 10 - PUBLIC COMMENT

At Station 10 participants were asked to complete their "one-word" survey, the comment card and the Title VI survey. Participants interested in entering the drawing were also able to turn in their workshop passport. This station allowed participants to provide feedback to Caltrans about the workshop and what they had learned from participating.

REVIEWING THE QUALITATIVE & QUANTITATIVE INFORMATION

Four sets of information, described below, were collected from participants at the workshops to identify general themes and trends. Not all participants submitted information. Therefore, the results represent information only from those participants who provided the following:

- **Sign-in sheets**
Participants who signed in at the Welcome Station were tallied; the tallies were used to estimate the attendance at each workshop.
- **Title VI demographic survey** (Appendix G)
The responses from the Title VI surveys were used to estimate the demographic diversity of the workshop participants.
- **Comment card** (Appendix F)
Participants were encouraged to submit their comment cards along with the Title VI survey, "one-word" survey, and the workshop passport. The comment card contained the most substantive information about participants by providing two general types of information – participant context and participant feedback.
 - Participant context – The comment card identified which workshop participants attended. It also asked participants the following:
 - What forms of media are best to notify participants
 - How effective they found the public workshop
 - How familiar they were with the CTP 2040 before the workshop
 - What mode(s) of transportation they primarily use
 - What factors they consider when selecting a mode of travel

- Participant feedback – In another part of the card, the participant could provide input on the following three topics:
 - Transportation issues they were particularly concerned about
 - The information presented at the workshop
 - Suggestions for improving Caltrans outreach

Responses and comments from the comment card were entered verbatim in a spreadsheet and categorized as they related to transportation, the public workshop, outreach, and other issues. Transportation-related comments were then further categorized generally by the topics (e.g., reduce GHG emissions) and submitted to Caltrans for consideration as staff continued work on the final CTP 2040 draft. Other comments were submitted to Caltrans for more generalized consideration (e.g., improving outreach methods).

- **Verbal comments** (Appendix H)
Several participants provided verbal comments during the workshops, and Caltrans staff wrote down these comments on behalf of the participants. Those comments were processed similarly to the participant feedback on the comment cards.
- **Post-it tab exercises** (Appendix D-3, D-4 and D-6)
Participants participated in a post-it tabs exercise at three stations – Trends and Opportunities, Goals and Policies, and Recommendations. At the end of each workshop, the post-it tabs were counted and processed to identify which issues/strategies participants generally showed the greatest support.
- **“One-Word” survey** (Appendix E)
The words that participants submitted on the “one-word” surveys were used to develop a word cloud for the workshop summary cover using the free word cloud generator at Tagxedo.com ©2015. The word cloud reveals the participants’ collective viewpoint of transportation and California’s transportation system.
- **Workshop passport** (Appendix E)
The submitted workshop passports were consolidated, and a Caltrans staff member randomly selected one passport from each site to identify the winner of the workshop memento. The winner was then contacted via the information provided on the passport to coordinate delivery.

LIMITATIONS OF THE FINDINGS

It should be noted that the trends and themes identified in this report can only be considered general findings. The information collected at the workshops was not used to calculate statistically significant patterns or conclusions due to the limited number of participants. Other factors also prevented the analyses from being considered rigorous quantitative data. For example, participants were free to observe the number of post-it tabs at the Recommendations station and might have noticed a certain recommendation had most of the post-it tabs. The participant might have chosen to support that recommendation based upon the conclusion that, if many people chose that recommendation, it was worth adding additional support. Conversely, the participant might have chosen a different recommendation because the different recommendation (that the participant felt was not crucial, but was still important) had not received many post-it tabs.

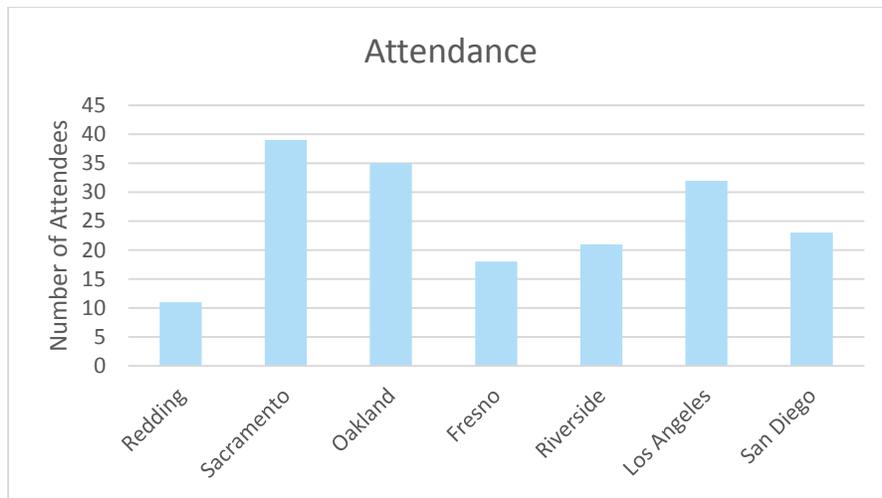
Although the public workshops were not designed to account for these types of variables or determine a statistically accurate representation of the public's opinion, the overall trends, themes, and input received are critical for the overall Plan development. The workshops were designed to provide an opportunity for the public to directly engage with Caltrans staff to learn about the Draft CTP 2040, and for Caltrans to receive public input in one of many forms of outreach that will inform the final version of the Plan. Therefore, although several pieces of quantitative information were processed, the following chapters provide an overview of participants and general themes and trends (e.g., aggregated numbers across all workshop locations) in an effort to accurately convey the feedback of workshop participants without drawing overarching conclusions about the larger local community.

CHAPTER 4 | PUBLIC WORKSHOP SERIES PARTICIPATION

This section provides an overall profile of the participants at the seven public workshops. The profile is based on information that participants provided at the workshop (i.e., sign-in sheets, demographic surveys and comment card prompts).

ATTENDANCE

From the seven workshops, a total of 179 individuals completed the registration forms. On average, approximately 26 individuals attended each workshop, ranging from 11 to 39 individuals.



DEMOGRAPHICS

Participants could submit a survey (Title VI survey form) that asked for demographic information specific to the participant and whether the participant reflected one of the typically under-represented, lower-income or limited English proficiency groups. Overall, 76 participants submitted demographic surveys.

PARTICIPANTS' REPRESENTATION – MAJOR FINDINGS

- Participants who identified themselves as representing a minority population or an organization that represented such were primarily representing the Hispanic community.
- Of the 76 participants who submitted demographic surveys, a relatively small proportion of them identified as representing the low-income population (approximately 30 percent), persons with disabilities (approximately 20 percent) and/or the elderly (approximately 26 percent).

Representing a Minority Population/Organization			
Response	No. of Responses	Response	No. of Responses
Hispanic	11	Native Hawaiian/other or Pacific Islander	1
Multiple: Undefined	9	American Indian	1
Asian	6	White	1
Other	3	Multiple: Asian, Hispanic	1
Multiple: Hispanic, Indigenous	2	Multiple: Hispanic, Native Hawaiian	1
Black	2	No Response	38

Representing the Low-Income Population		Representing Persons with Disabilities		Representing the Elderly Population	
Response	No. of Responses	Response	No. of Responses	Response	No. of Responses
Yes	23	Yes	15	Yes	20
No	42	No	45	No	40
No Response	11	No Response	16	No Response	16

PARTICIPANTS' INDIVIDUAL INFORMATION – MAJOR FINDINGS

Participants were also asked to provide information regarding their sex, age, disability, income, ethnicity, and spoken languages.

- More males than females attended the workshops.
- Most participants were between the ages of 22 and 65.
- Almost none of the participants said they had a disability.
- Slightly more than a third of the participants said they earn more than \$60,000 annually. About ten percent of participants said they earn \$12,000 or less annually.
- The vast majority of participants identified as white; the second highest ethnic group was Hispanics.
- Most participants listed English as their first language. Most participants did not identify a second language; those who did, primarily spoke Spanish.

Sex		Age		Disability		Income	
Response	No. of Responses	Response	No. of Responses	Response	No. of Responses	Response	No. of Responses
Male	43	1-21	3	Yes	4	\$0 - 12,000	8
Female	26	22-40	30	No	35	\$12,000-24,000	1
No Response	7	41-65	30	No response	37	\$24,000-36,000	3
		Over 65	10			\$36,000-48,000	5
		No Response	3			\$48,000-60,000	13
						Over \$60,000	29
						No Response	17

Ethnicity		First Language		Second Language	
Response	No. of Responses	Response	No. of Responses	Response	No. of Responses
White	40	English	52	Spanish	11
Hispanic	14	Spanish	5	English	9
Asian	5	Vietnamese	1	German	2
Black	3	Hmong	1	French	2
American Indian	2	Khmer	1	Vietnamese	1
Multiple: Hispanic, Indigenous	2	Chinese Dialect	0	Chinese Dialect	0
Multiple: Asian, White	1	Russian	0	Russian	0
Multiple: Black, White	1	No Response	16	No Response	51
Multiple: Hispanic, Indigenous, White	1				
Native Hawaiian/ other; Pacific Islander	0				
No Response	7				

PARTICIPANT OVERVIEW

Participants were asked to complete comment cards that asked for contextual information. A total of 105 participants submitted comment cards across all workshop locations. The following image displays the contextual questions and response options:

How did you hear about the CTP 2040 Workshop?
<input type="checkbox"/> CTP Website <input type="checkbox"/> Newspaper <input type="checkbox"/> T.V. <input type="checkbox"/> Radio <input type="checkbox"/> Email <input type="checkbox"/> Flyer, Brochure, etc. <input type="checkbox"/> Social Media—Facebook, Twitter, Craigslist, You Tube etc. <input type="checkbox"/> Other _____
How would you rate the overall information presented at this workshop?
<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
How familiar were you with the California Transportation Plan prior to this workshop?
<input type="checkbox"/> Very Familiar <input type="checkbox"/> I've heard of it <input type="checkbox"/> Never heard of it
What is your primary mode of transportation?
<input type="checkbox"/> Motor Vehicle <input type="checkbox"/> Bus <input type="checkbox"/> Rail <input type="checkbox"/> Bike <input type="checkbox"/> Walk <input type="checkbox"/> Other _____
What is the most important factor you consider when selecting how to travel?
<input type="checkbox"/> Safety <input type="checkbox"/> Travel Time <input type="checkbox"/> Comfort <input type="checkbox"/> Health <input type="checkbox"/> Reliability <input type="checkbox"/> Other _____

PARTICIPANT OVERVIEW – MAJOR FINDINGS

- The majority of participants heard about the public workshops through e-mail announcements, and many participants learned about the workshops through their own professional or social networks. Very few learned about the workshops through the newspaper or social media.
- Almost all participants (93 percent total) rated the workshops as either "Excellent" or "Good."
- Twenty-five percent of the participants said they were very familiar with the CTP 2040 Plan, but the majority of participants said that they had heard of the Plan and/or were somewhat familiar with it.
- Many participants said they use a variety of transportation modes and listed motor vehicles as their main method of travel. To a lesser degree, participants said they also often bike or travel by rail.
- Participants largely said they considered travel time as the most important factor that they considered when they selected how to travel. Several participants said they also considered travel reliability, safety, and comfort.

Percentage of Responses – Across All Locations									
Announcement Source	%	Workshop Rating	%	CTP 2040 Plan Familiarity	%	Mode of Travel	%	Mode Selection Factors	%
E-mail	51%	Excellent	40%	Very Familiar	25%	Motor Vehicle	46%	Travel Time	38%
Other	26%	Good	53%	I've heard of it	67%	Bike	16%	Reliability	21%
CTP Website	12%	Fair	7%	Never Heard of it	8%	Rail, Rapid Transit Rail	12%	Safety	14%
Flyer Brochure	8%					Walk	10%	Comfort	9%
Newspaper	2%					Bus	9%	Environment	6%
Social Media	2%					Other	5%	Health	5%
T.V.	0%					Carpool	2%	Other	5%
Radio	0%							Cost	2%

Through the process of attending the workshops and completing all of the survey questions, comment cards, and engaging with project team staff, the participants provided a great deal of information for consideration. The following chapter provides the summary of findings from workshops.

CHAPTER 5 | PUBLIC WORKSHOP SERIES

SUMMARY OF FINDINGS

Overall Emergent Themes and Trends

The Draft CTP 2040 portrays the long-term transportation vision for all of California. Given that the overall attendance for the combined public workshops was very diverse, many different desires and expectations were stated for the Plan. However, regardless of whether participants live in a rural or urban area, they often had similar comments regarding the issues, interest level, and future approaches. Based on participants' written comments and their feedback as they visited the workshop stations and engaged with staff, there were several overall recurring themes and trends that emerged from every workshop as priority areas of interest, concerns, or potential implementation suggestions for the CTP 2040.

These emerging themes and trends are:

- **Environmental Benefit and Protection**
 - *Reduces GHG Emissions*
- **Safety and Reliability**
 - *Supports and reconciles compatible land use and housing, specifically looking at connectivity and availability of services*
 - *Supports community sustainability and livability*
 - *Contributes to public health by technical design, as well as encouraging active transportation uses*
 - *Separates active users (such as bicyclist and pedestrians) from roadways; enhances safety for rail*
- **Multimodal Connectivity**
 - *Encourages system improvements and enhancements (including new technology)*
 - *Provides for efficient movement of goods*
 - *Reduces congestion*
- **Equity and Accessibility**
 - *Provides for accessibility and service*
 - *Reliably funds system maintenance*
 - *Supports equitable funding across all modes in all geographies and communities*

The following tables and charts provide information regarding the input received from the workshop participants as a whole, followed by information from specific workshop locations. With this information, Caltrans staff will evaluate the Draft CTP 2040 to determine if the stated priorities and themes in the Plan align with the opinions of the stakeholders who attended the public workshops.

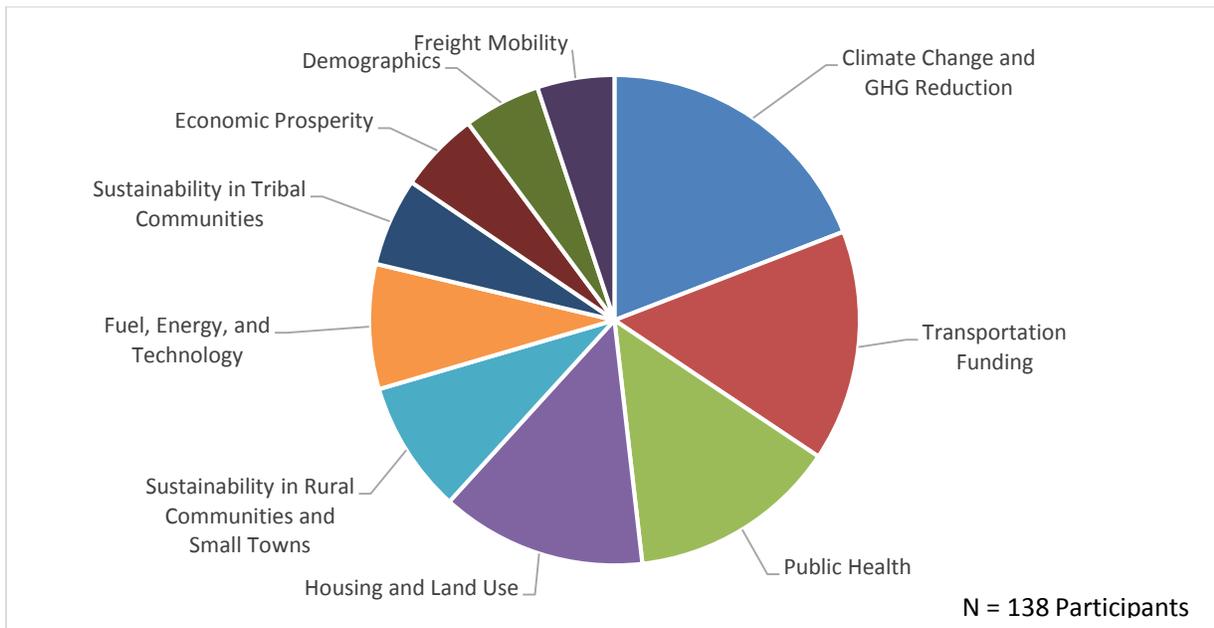
THEMES AND TRENDS FOR ALL LOCATIONS

Post-It Tab Findings

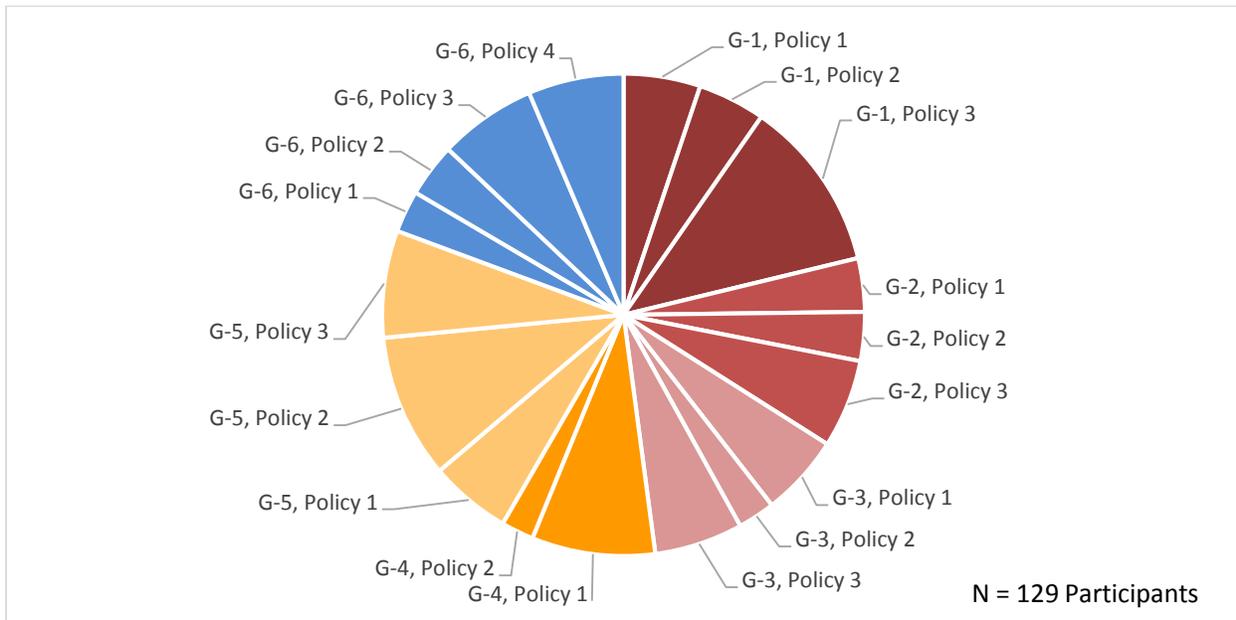
The following is an overview of the general trends that emerged from the post-it tab exercises at the Trends and Opportunities, Goals and Policies, and Recommendations stations. As previously mentioned, the sole purpose of the post-it tab exercises was to provide an interactive opportunity for participants to express their opinions and for Caltrans to identify very general themes and trends.

- **Trends and Opportunities** (Appendix D-3)
 - Across all locations, participants expressed highest support for climate change and GHG reduction, transportation funding, housing and land use, and public health.
- **Goals and Policies** (Appendix D-4)
 - Across all locations, participants expressed relatively even support for all the goals and policies. The policies receiving the highest support were:
 - Goal 1 (Improve multimodal mobility and accessibility for all people), Policy 3 (Provide viable and equitable multimodal choices including active transportation)
 - Goal 5 (Foster livable and healthy communities and promote social equity), Policy 2 (Integrate multimodal transportation and land use development).
- **Recommendations** (Appendix D-6)
 - Participants expressed highest support for active transportation, increased mobility and accessibility for all, and reduce GHG emissions in the transportation sector.

Post-It Tab Exercise: Level of Value for Trends and Opportunities – Across All Workshop Locations

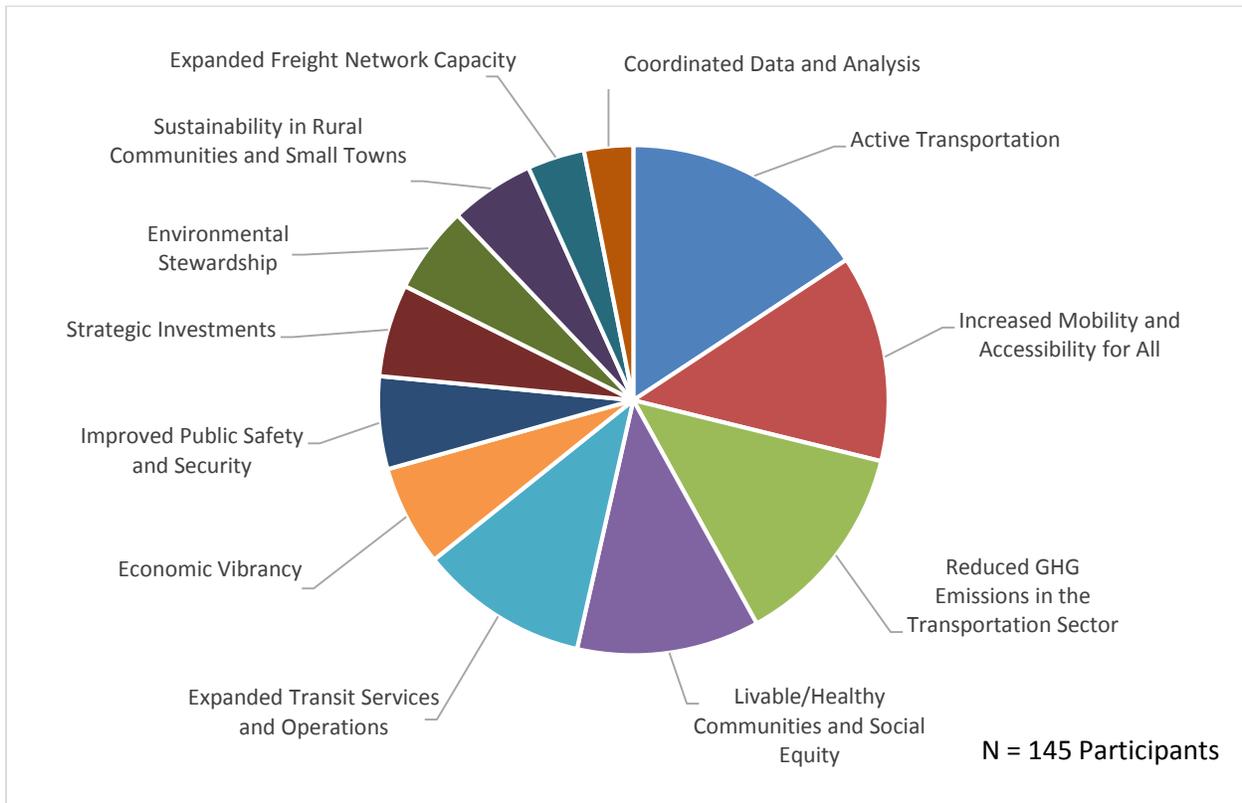


Post-it Tab Exercise: Level of Value for Goals & Policies - Across All Workshop Locations



ECONOMY	Goal 1: Improve Multimodal Mobility and Accessibility for All People	
	Policy	1) Manage and Operate an Efficient Integrated System
		2) Invest Strategically to Optimize System Performance
		3) Provide Viable and Equitable Multimodal Choices Including Active Transportation
	Goal 2: Preserve the Multimodal Transportation System	
	Policy	1) Apply Sustainable Preventative Maintenance and Rehabilitation Strategies
		2) Evaluation Multimodal Life Cycle Costs in Project Decision Making
		3) Adapt the Transportation System to Reduce Impacts from Climate Change
	Goal 3: Support a Vibrant Economy	
Policy	1) Support Transportation Choices to Enhance Economic Activity	
	2) Enhance Freight Mobility, Reliability, and Global Competitiveness	
	3) Seek Sustainable and Flexible Funding to Maintain and Improve the System	
EQUITY	Goal 4: Improve Public Safety and Security	
	Policy	1) Reduce Fatalities, Serious Injuries, and Collisions
		2) Provide for System Security, Emergency Preparedness, Response, and Recovery
	Goal 5: Foster Livable and Healthy Communities and Promote Social Equity	
	Policy	1) Expand Engagement in Multimodal Transportation Planning and Decision Making
		2) Integrate Multimodal Transportation and Land Use Development
3) Integrate Health and Social Equity into Transportation Planning and Decision Making		
ENVIRONMENT	Goal 6: Practice Environmental Stewardship	
	Policy	1) Integrate Environmental Considerations in All Stages of Planning and Implementation
		2) Conserve and Enhance Natural, Agricultural, and Cultural Resources
		3) Reduce Greenhouse Gas Emissions and Other Air Pollutants
		4) Transform to a Clean and Energy Efficient Transportation System

Post-it Tab Exercise: Level of Value for Recommendations - Across All Workshop Locations



One-Word Findings

The “one-word” surveys offered an opportunity to quickly elicit participants’ perspectives on transportation. The top recurring words were related to “sustainability,” “congestion,” “complexity,” and “choices.” The words ranged from positive words such as “progress” and “sustainability leader” to negative words such as “mess” and “unhealthy.” The “one-word” findings and additional workshop comments indicate that participants had concerns about current and future transportation conditions; however, participants also had high expectations for the transportation system to play a leading role in building a resilient and healthy California.

LOCATION-SPECIFIC THEMES AND TRENDS

As previously mentioned, the public workshops were held in seven cities: Sacramento, Redding, San Diego, Riverside, Los Angeles, Fresno, and Oakland, respectively. While participants’ concerns contained many points of similarity and common themes, specific concerns for each geographic area were also cited. The difference of the geography, regions, density, and transportation patterns of each city and surrounding area were reflected in the public comments.

The following provides a brief description of the workshop in each city, general concerns raised, number of stakeholders, and additional information. Following the general description are the written comments provided at each of the specific workshops (Appendix H). These are verbatim comments, but additional

information is provided in brackets in a few areas. A review of the comments provides a richer picture of where there is agreement, what is a priority and where there is dissent with strategies, and approaches to the CTP 2040.

SACRAMENTO – March 10, 2015

Approximately 40 people attended this workshop held at a branch of the Sacramento Public Library. Many of the participants worked for State and local government agencies that are in some way connected to the Plan – such as the CARB, CHP, or members of the CTP 2040 PAC. While the meeting was held at a public library, there were few visitors from the general public who happened to be at the workshop. A few participants traveled from as far away as Marysville and Grass Valley.

Participants appreciated the opportunity to speak one-on-one with Caltrans staff and explore concepts in more depth. As a group, the participants were very knowledgeable regarding the technical aspects of transportation and the Draft CTP 2040. Some of the more prevalent concerns were regarding transportation infrastructure and facilities – the structure of the system. Additional concerns regarding connectivity from sidewalks to the overall system were raised. The urban/rural interface was mentioned as well, with a suggestion to have more meetings in rural areas.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *Better accessibility for public transit, i.e., better planned stations; less [High Occupancy Vehicles] HOVs and fuel economy focus and better efficiency of systems*
- *Incorporating bicycle facilities in all Caltrans projects; utilize Complete Intersections guidebook in freeway/ramp/overpass projects*
- *More connectivity via better sidewalks; Nevada City has too many non-ADA sidewalks - very unsafe; make portions of highway available for trails*
- *How will urban areas and rural areas be addressed according to this plan?*
- *Along Highway 49 above Auburn, there is a need for a trail of some sort; people walk there and can get hurt*
- *Limited rural funding - divide between what metro areas get; county transit systems do not connect to other counties or Amtrak*
- *Transportation and land use compatibility*
- *So much funding is going to highway expansions (lane miles) and far too little to other modes*
- *Provide equity to low income groups; focusing on alternative modes of transportation, especially active modes, and developing the appropriate infrastructure so that automobiles aren't the only viable option*
- *Congestion*
- *Mainly the safety issues since most of fatalities occur on freeways*
- *Traffic congestion; road conditions e.g., flooding, pavement cracking, and hazards*
- *Road diets and regional connectivity; expansion of transit stations and frequency*
- *Traffic collision location; good mapping tools*
- *Safety; active transportation; reduce congestion*
- *Congested commute time*

- *Sustainable design, practices; green infrastructure*
- *Increasing transit options and performance; integrating/drawing freight impacts on communities*
- *Good data to analyze issues*

REDDING – March 12, 2015

This workshop took place in the community room at Redding City Hall. There were 11 participants. Although the turnout seemed low to organizers, Caltrans District 2 staff indicated it was relatively typical of the area. Those individuals who attended were identified as key individuals involved with the region's transportation planning efforts. This included a Pit River Tribe member, a Caltrans District Director, transportation planners for the City of Redding, and a representative of a local biking club. Participants said they appreciated the format of the workshop, which provided an opportunity to engage with Caltrans staff one-on-one to discuss issues. This was evidenced by the fact that most participants remained at the workshop for almost the entire three hours. Participants also noted they appreciated that Caltrans is focusing on all modes of transportation and not just motor vehicles. Some of the more prevalent concerns of participants included the need to invest more into active transportation and multimodal planning.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *More investment in non-emission transportation on state level; more concentration on complete streets at local level*
- *More funding for active transportation and transit; more local flexibility for use of funds for these purposes*
- *Increased funding for active transportation*
- *Develop strategies that move goods more efficiently*
- *Interregional planning and cooperation*
- *Multimodal planning*
- *Match mode funding to mode goals*
- *Separate bike multimodal paths from fast moving motor vehicle traffic; Caltrans leading the way with cities to follow in this direction; I like this new direction with emphasis on multimodal!*
- *Greenhouse gas pollution*
- *Connectivity between rail and bus [SACOG] light rail to bus such as Bus 93 connectivity issue; also Amtrak station is a bit of a distance to SRT Light Rail (used to reside in Carmichael CA)*
- *Bus service lacks connectivity – Dunsmuir Amtrak [bus] does not connect to Redding; but Shasta city, Eureka, and Weed connect to Redding via Shasta transit provider*
- *Interregional transportation making connections to Redding 3 days a week originates in Klamath Falls, Oregon (through a local sponsored bus)*
- *The Trinity bus from Redding goes to Trinity twice a week*

SAN DIEGO – March 17, 2015

The location of this workshop was a branch of the San Diego Public Library. The CTP project team received comments expressing appreciation for having the workshop at a community location. Approximately 25 people attended. Some adult members of the general public who were already at the

library participated in the workshop, and several children attending a nearby tutorial session passed through. In hindsight, the CTP 2040 project team realized this was a lost opportunity for outreach to children. This was the only meeting out of the seven workshops for which Spanish translation was requested. The request came within a day of the workshop, and staff of the local Caltrans District office provided the service.

In general, this workshop had a good mix of local community members and those with policy experience. Participants represented organized neighborhood development corporations and planning groups, nonprofit organizations, CBOs including social justice advocates, and the local MPO. Of key interest was the common question, “What does this plan mean to me?” Questions were asked and discussion points were shared on the “basics” of how the Draft CTP 2040 translates to transportation improvements in local neighborhoods, such as crosswalks or youth passes. Many expressed curiosity as to how the CTP 2040 interfaces with local issues, legislation, and the California Transportation Commission.

It should be noted that local San Diego transportation stakeholders had recently filed a lawsuit regarding the local Regional Transportation Plan. Many of those stakeholders were present at the workshop. They expressed an appreciation that Caltrans, through the CTP 2040, had set a GHG reduction goal that is higher than that in the local RTP.

As with the other workshops, the participants greatly appreciated the ability to speak with Caltrans staff one-on-one and have questions thoroughly answered. Participants also suggested that more of the information be prepared in Spanish; for example, an orientation package could be prepared in both Spanish and English.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *Reduction in GHG emission to a level which stabilizes climate change; transportation justice and economic equity*
- *Sidewalks so children/disabled do not have to travel/ e-cars in streets; been requesting for past 20+ years = nothing, yet integrally necessary to facilitate more walking*
- *Sustainable funding; draft plan doesn't seem to comprehensively address - strategy especially seems weak*
- *Demographics of transportation (aging out of driving, new generation of non-drivers); are we building infrastructure that's redundant?*
- *Active transportation choices – such as bicycling*
- *GHG Reduction targets, CARB Scoping Plan that adapts the transportation system to reduce impacts from climate change; provide viable and equitable multimodal choices including transportation*
- *I would like to see more of a discussion of social equity in the planning process; transportation is such a vital issue for everyone, rich or poor; we need to make sure our transportation system works and is equitable for those in disadvantaged communities, who for a long time have taken the brunt of impacts from our transportation system (air quality, noise, quality of life, etc.)*
- *I would like the plan to include an analysis of how High Speed Rail would relieve traffic congestion for air and roadway travel*

- *Older driver safety --> #2 fatality of accidental death*
- *1) The model of "LOS" [Level of Service] is being changed - how will SB 743 be implemented regarding quality of life, mobility, and other areas; are these factors being considered; how are pedestrians and bikes being measured without LOS; 2) criticism from SSI report - Caltrans as a "consultant" for local MPO - how does this role support the CTP 2040 goals or policy; how is it consistent, seems counterproductive to the Caltrans vision; what are the enforcement mechanisms; and 3) Caltrans is using 2050 GHG goals, but in San Diego the Regional Transportation Plan will not use it - only going to 2025; will Caltrans provide recommendations and guidance across the board?*
- *1) Single lane HOVs are ineffective; 2) South County hasn't gotten sufficient resources to handle newly increased border crossing; Caltrans empowers SANDAG [San Diego Association of Governments] too much; SANDAG is controlled by North County; and 3) Equity analyses need to be prioritized; both up-front costs and secondary costs (e.g., health and asthma); San Ysidro has trucks and buses idling, rail corridor, and border emissions*
- *A big difference between using population numbers versus percentage by county.*
- *Trend is population is moving towards urban areas:*
 - *SANDAG study shows changes in behavior*
 - *Growth – overestimates for Fresno, Kern, and Madera Counties*
 - *Cultural behaviors - millennials are driving less*
 - *Does transportation spur land use growth; factors regional demographics, culture, and job growth*
 - *Your map - additional information is required*
 - *The [Caltrans Earth] map's range needs improvement*
- *Caltrans needs to IMPROVE COORDINATION efforts, which could greatly reduce project costs and road user frustration; for example, paving the road once and not having to redo the project due to not all stakeholders were at the table, such as utility companies (relocation), Tribes (de- and acceleration lane), regional and local stakeholders (community identity, equity, economy, environment)*
- *The senior aging population, the Generation Xers who will be the soon-to-be seniors and the Millennials are looking for more available transit options*

RIVERSIDE – March 18, 2015

This workshop was held at Riverside City College (RCC). The workshop in Riverside was specifically held to provide access for the residents of the Imperial Valley region. Approximately 21 people attended this workshop. Given that it was at a college facility, several students were present. In addition, there were representatives from bicycle coalitions, the local MPO, a local taxpayer association, the Sierra Club, the League of Women Voters, and others. A self-identified media member attended as well.

While the attendance at the Riverside location was not as large as that of some of the others, the interests of the participants and the in-depth discussions were involved and active. Many participants stressed concerns for the CTP 2040 to emphasize healthy communities, social equity, multimodal systems that are easily accessible, and less congestion. The room at this facility was well-suited for the

workshop format; however, it was difficult for people to find. As with many campuses, the parking structure was several blocks from the meeting site; however, the RCC staff were very helpful at making this venue successful. Given the challenges to find the meeting venue across the campus, RCC staff worked with the consultant team to put signs all over the campus and provide parking waivers.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *More accessible ramps at intersections for the visually impaired (more sidewalks in residential areas) and other disabled adults*
- *The implications associated with SCS [Sustainable Communities Strategy] and transportation funding*
- *More funding; reduce congestion*
- *Multimodal linkages in the inland empire; long term funding particularly with regards to maintenance; update what the plan does w/ RCTC [Riverside County Transportation Commission] and SANBAG's 10 year plans*
- *Redistribution of funding to desired mode share*
- *Better accommodation for bikes and pedestrians (SHC [Streets and Highways Code] sec. 887.8); DMU/EMU [Diesel Multiple Unit /Electric Multiple Unit] integration with rail operations*
- *I would like to see more destinations in close proximity so that I can walk or bike*
- *A Metro link stop is needed at Highgrove next to the BNSF [Railroad] main line on property already owned by the RCTC using their excess property for a parking lot that is not needed for the Perris Valley Line*
- *Low income communities and areas like the inland empire have huge challenges when it comes to equity in access to reliable functional public transportation, especially communities of color!*
- *I would like to see a bigger focus on GHGs and how much gets put into the air because of transportation; also need more community input, specifically from the lower income community*
- *Congestions in the 91 freeway; it was briefly addressed, yet the project is still a long time away from now, so we need to act fast!*
- *Calculate change in population, jobs, and residences in this [Caltrans Earth Station] map would be more helpful for percentage in urban counties and actual numbers in rural counties*

LOS ANGELES – March 19, 2015

The Los Angeles workshop was held downtown in the SCAG board room. More than 30 members of the public attended this workshop. This workshop was also supported by many members of the District 7 Caltrans office. The participants were appreciative of the attention provided by Caltrans staff and the set-up of the workshop with the individual stations. Several members of SCAG came to observe so that they could plan similarly for workshops that they were soon hosting.

Several participants shared comments with the organizers about the ability to speak with Caltrans staff at their individual level of understanding. Comments of this type were specifically offered by a representative of an environmental justice organization and a county supervisor's office. The design worked well for everyone to participate, from members of the social and environmental justice community to planners and city administrators from local jurisdictions. At least two participants thought

the event was a three hour meeting, as opposed to an open house format. They appreciated the open house format and spent time talking with staff. They suggested that in the future, the publicity material point out that the workshop is not a three-hour forum, but an opportunity to individually share ideas.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *Expansion, enhancement, and access to regional Class I and IV [cycle tracks]; convert existing flood control channels into multi-purpose community greenways (e.g., rivers, creeks, washes)*
- *Funding opportunities for smaller cities because they tend to get left behind; I'm with the City of Artesia (1.6 square miles and population of less than 17,000 people)*
- *More focus on integrating transportation and land use; safety needs to be brought to the forefront*
- *Green construction; increase in active transportation (bike, bus, walk, rail); public input on policy development and integration; reduction of GHG emissions; supporting plans that increase public health/reduce pollution rather than add to the burden*
- *GHG emissions; safety for all roadway users*
- *More options throughout LA for public transit (reliable transit – LRT [light-rail transit], preferably)*
- *Active transportation; we need to make our cities and rural areas more bicycle and pedestrian-friendly*
- *Road pricing/parking pricing/true cost accounting; get serious about walking- this is the key opportunity to improve our cities and economy; build protected bike lanes on all major urban streets; real traffic calming on neighborhood streets*
- *1) Implement a citywide subway/LRT systems in Los Angeles; 2) convert many bus lines to ETB [electric trolleybus] lines; 3) overhaul sidewalks - to provide decorative pavement (pedestrian-friendly); and 4) implement a citywide and regional bicycle network (Class I and Class II lanes)*
- *State of good repair and climate change adaptations and resiliency: as population rises and resource availability decreases, how will transit agencies preemptively maintain existing systems while further reducing environmental footprint of entire system?*
- *Active transportation, especially for schoolchildren (safe routes to school); I would like to see more money directed to the ATP and greater flexibility in other programs to increase walking and bicycling*
- *What is Caltrans doing to maintain the infrastructure in a good state of repair to the increase populations and ridership, preemptive or proactive approach?*
- *What can we do (as an agency) to take preventative measures and resources to address environmental influences and changes; how can we take advantage for preventative strategies to maintain resource levels to be prepared for climate change, adaptation, and recovery/resiliency; an example: Central Valley – Kern County drought and water resource impacts, many wells have run dry and require water delivery*

FRESNO – March 24, 2015

The Fresno CTP 2040 Workshop was held at Fresno City College. There were 18 participants including city planners and traffic engineers from the City of Fresno, members of a local bicycle club, the Sierra Club, a District Representative from the office of Senator Andy Vidak, and members of the local public. Participants came from as far as Tuolumne County to attend the workshop. As with other workshops, these participants were able to speak one-on-one with Caltrans staff and have their questions thoroughly answered and explained. In general, participants said they liked the workshop format and found Caltrans staff to be highly knowledgeable, patient, and articulate.

Some of the transportation concerns identified by participants included rural sustainable transportation and transportation funding, improving safety for bicyclists and pedestrians, and changing the car culture of California.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *I would approve of free bus transportation inside cities and subsidized bus tickets between communities; ticket costs should not reflect transport costs because there are externalities involved; do not try to do away with cars - people need the freedom to drive - but do encourage car tech that includes optional auto-drive and definitely non-internal combustion engines*
- *In any street, road, or highway project include pedestrian and bicycle accommodations from the very beginning of the project study review, project design; for freeways where bicycles will be prohibited, provide a good alternate route or a separate facility*
- *As much interest as there is in health, I'm not sure there is enough integrated in all goals and strategies*
- *Need to change mindset of auto-fanatics to accept and respect other travel modes; use taxis, Uber, etc., carpooling, local jitneys to supplement standard bus transit; need funding for transit*
- *Bike/pedestrian facilities along state highway main streets (example: Oakhurst CA)*
- *Rural sustainable transportation/rural areas*
- *GHG concerns and safety*
- *Rural communities and economic development*
- *Air quality, congestion, interaction with land uses*
- *Start addressing transportation improvement in disadvantaged community; get them involved in the planning phase*
- *Bike safety*
- *Capacity building in rural/semirural areas*
- *Identifying project gaps in communities, such as Oakhurst has minimal and non-connecting sidewalks throughout their community; there are no slated projects to meet the needs and make Oakhurst a viable and economic thriving community*

OAKLAND – March 26, 2015

This workshop was held in the Joseph P. Bort MetroCenter building, the same building as the MTC and the Association of Bay Area Governments; therefore, transportation stakeholders were familiar with the location. About 35 people participated in this workshop. An observation was shared that the

participants were among the most diverse group of stakeholders to attend the workshops. One participant represented a CBO in Aptos. Other participants represented large constituencies such as 350 Bay Area, TransDEF, League of Women Voters, and others. This was the last scheduled workshop in the series. Given that the Draft CTP 2040 had been released for approximately a month, participants at this workshop had a longer opportunity to become familiar with the plan.

A few participants arrived prepared to make presentations. Initially they were confused by the workshop format; however, once they had an opportunity to engage, they appreciated the open house meeting approach.

Similar to the workshop in Los Angeles, staff from different agencies were curious about the workshop design. Staff from the MTC and San Francisco Municipal Transportation Agency (SFMTA) attended and interviewed CTP 2040 project team members to gain a better understanding how to set up similar meetings.

Many comments from participants seemed to focus on how the CTP 2040 would be implemented and how the goals from the alternative scenarios would be achieved. Other key themes emerging from the comments at the meeting concerned the compatibility of land use and transportation planning, public health, and equity.

PUBLIC COMMENTS – PRIMARY TRANSPORTATION CONCERNS

- *More walking paths that are safely away from traffic; I would also like to see more transportation options other than cars that work long-distance and is reliable*
- *Alternative fuels*
- *Car pool lane (HOV) on 101 from San Francisco south (and on the Bay Bridge); please convert a lane, don't add one*
- *Bike connections to transit; safe bikeway, good pedestrian routes; give people choices to get out of their cars; better transit*
- *Bike/pedestrian projects tend to get less attention simply because they are lower cost and require less coordination re: capital and planning; this is backwards as to how projects should be prioritized; Caltrans needs to get out of the way of local jurisdictions that want to implement progressive bike/pedestrian projects on Caltrans right of way but within city limits*
- *I want to see how highway bus rapid transit like the Silver Line in [Los Angeles] MTA can be implemented in underserved corridors, like I-680 from San Jose to Pleasant Hill, or I-405 from Sylmar to Irvine*
- *I would like to see more direct engagement around personal responsibility and the personal use of fossil fuel around transportation choices, particularly around lowering one's personal GHG impact*
- *1) GHG emissions; 2) active transportation; 3) public health*
- *Cutting GHGs*
- *I am concerned with how little stress is put on the general public (or at least is digested by the public) to carpool, use public transportation, and generally cut down on fuel emissions*

- *High Speed Rail seems a good, long overdue, but futuristic consideration - small energy efficient jitneys or similar flexible and frequent systems are necessary alternatives to move people*
- *Set a good mode share and tie funding to the goal*
- *Interaction between land use and transportation investments = feedback loop; multimodal transportation funding; leveraging private investments (e.g., freight rail) to reduce VMT [Vehicle Miles Traveled]*
- *GHG reduction to 2050; each CMA [Congestion Management Agency] or RTPA should be encouraged to show how their plans fit the 2050 curve; what happens to VMT of GHG with new HOT [High Occupancy Toll] lanes?*
- *1) Fencing and grade separating High Speed Rail; 2) connectivity: need an intermodal transfer station in Oakland, where BART passes over Union Pacific Railroad/Capital Corridor/San Joaquin (I-880 at 7th St); and 3) BART over the Altamont-to-I-580/to Lodi, Alameda County*
- *Schedules - decrease waiting time; increase ease of [transit] in hard to reach areas of county or other counties; greenhouse gases - big issues; transport of extremely hazardous materials*
- *Reduce greenhouse gas emissions through both improved transportation AND land use; culture reform to follow the state policy reform; align funding with state goals*
- *More funding for para-transit, elderly, and disabled*
- *Increased support for transit, intercity rail, and bike infrastructure; no new roads*
- *GHG emissions; mode shift*
- *Sea Level Rise [SLR] (NOAA [National Oceanic and Atmospheric Administration]/USGS [U. S. Geological Survey]) Brownfield flooding and contaminants transport beyond the previous containment areas in potential SLR scenarios; how is Caltrans prepared to deal with SLR and similar impacts in Orange, Del Norte, Humboldt, and Bay Area counties; are you mapping these?*
- *We need an intermodal transfer station in Oakland (Capitol Corridor – to downtown Oakland and to San Francisco)*

DIVERGENT OPINIONS

A few participants did share divergent opinions to recommendations listed in the Draft CTP 2040. For instance, a few individuals supported roadway expansion, while the Draft CTP 2040 recommends against funding projects that expand road capacity and increases maintenance costs. Overall, however, the opinions of the workshop participants were generally well aligned with the Draft CTP 2040 recommendations.

CHAPTER 6 | CONCLUSION & NEXT STEPS

In a period of one month, Caltrans, through its public workshop series, webinar, and website, reached more than 200 individuals and received hundreds of comments on the Draft CTP 2040.

As a result of the public workshop series, Caltrans received valuable input regarding what is important to California residents about transportation planning. One overarching goal of the CTP 2040 is to reduce GHG emissions to a level before 1990 levels. Overall, the workshop participants seemed very supportive of that goal. They voiced support and concern that the goal should be reached in a way that is beneficial to the human and natural environment, bolsters community and statewide economy, and is equitable.

Over the summer of 2015, the Caltrans Office of State Planning will be refining the CTP 2040. The document will be reviewed by the CTP 2040 PAC and TAC and through consultation with Tribal Governments. The final plan is scheduled for approval in December 2015. The Governor will adopt the Plan and submit it to the Legislature and the Secretary of the U.S. Department of Transportation.

As an organization, Caltrans is very appreciative and thankful for the public engagement achieved through the CTP 2040 development process. The public review of the Draft CTP 2040 and the comments have become an important part of the Plan development. The partnership of Caltrans with its stakeholders will ensure a plan that meets the needs for the future – a plan that fosters economic vitality, protects our natural resources, promotes health and well-being for all Californians, and meets people’s needs equitably.

APPENDICES

- A. CTP 2040 Brochure and Timeline
- B. CTP 2040 Public Workshop Flyers
- C. Outreach Listings
- D. Public Workshop Stations
 - 1. Overall Workshop Image
 - 2. Station 2 – Project Introduction
 - 3. Station 3 – Trends and Opportunities
 - 4. Station 4 – Goals and Policies
 - 5. Station 5 – Alternative and Analysis
 - 6. Station 6 - Recommendations
 - 7. Station 7 – Caltrans Earth
 - 8. Station 8 – Interregional Transportation Strategic Plan (ITSP)
 - 9. Station 9 – Resource Table
- E. Workshop Passport Example and One-Word Survey Example
- F. Comment Card Example
- G. Title VI Survey Example
- H. Spreadsheet of Comment Card Data

APPENDIX A | CTP 2040 BROCHURE AND TIMELINE

CTP 2040 BROCHURE

WHY GET INVOLVED?

Meaningful and consensus-driven outreach and coordination are vital components in the transportation planning and programming process. Gathering input from a wide range of stakeholders, transportation partners, tribal governments, and the public ensures transportation decisions reflect community values and interests.

Be part of the solution and help formulate a vision for addressing current and future transportation trends and challenges.

- Learn about and discuss statewide transportation issues
- Identify concerns and where to invest transportation dollars
- Influence transportation planning vision, policies, strategies and priorities
- Help create a future sustainable multi-modal transport system that enhances our quality of life

Get involved in the CTP 2040 update.

Sign up on our Web portal to receive notification and periodic e-mail updates, check on workshop opportunities, take survey polls, and leave comments.

www.californiatrnsportationplan2040.org

HELP SHAPE THE FUTURE OF CALIFORNIA

Public workshops will be held in March and April 2015 in the following locations to solicit public comment and input:

- Amesbury
- Beeding
- Elmer's Fork
- Greenmead
- Los Angeles
- San Diego
- Castroville

For more information, please visit the CTP 2040 Web portal:
www.californiatrnsportationplan2040.org

2040



OUR PARTNERS

An open and collaborative planning process included input from the following partners:

<ul style="list-style-type: none"> Assembly Transportation Committee California Air Resources Board California Association of Counties of Governments California Department of Aging California Department of Housing and Community Development California Department of Public Health California Department of Rehabilitation California Department of Water Resources California Energy Commission California High-Speed Rail Authority California State Transportation Agency California Transit Association California Transportation Commission 	<ul style="list-style-type: none"> California WSPUS Federal Highway Administration Governor's Office of Planning and Research Local Government Cooperation Metropolitan Planning Organizations Nature Resources Defense Council Regional Transportation Planning Agencies Rural Counties Task Force Senate Transportation and Housing Committee State Independent Living Council Strategic Growth Council The Nature Conservancy Tribal Government Representative U.S. Environmental Protection Agency
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TITLE VI REQUIREMENTS

For individuals with sensory disabilities, this document is available in alternative formats. For information, call (916) 637-6889 (Voice) or (916) 637-1111 (Voice) or via email: TitleVI@dot.ca.gov

Title VI and Environmental Justice Manager
Division of Transportation Planning
California Department of Transportation
P.O. Box 944844, MS 32
Sacramento, CA 95824-0001

Edmund C. Brown Jr., Governor
Brian E. Kelly, Secretary
California State Transportation Agency
Marion Dougherty, Director
California Department of Transportation



CREATING THE VISION FOR CALIFORNIA'S TRANSPORTATION SYSTEM

CTP2040

CALIFORNIA TRANSPORTATION PLAN

WHAT IS THE CTP 2040?

The California Transportation Plan (CTP) is a seven-day, long-range transportation plan to meet California's future multimodal mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, sustainable, and integrated multimodal transportation system. California prepares the CTP in response to federal and state law and is required to update the plan every five years with a minimum 20-year planning horizon.

THE VISION

Key to this vision is considering the 3 E's of sustainability: a prosperous economy, human and environmental health, and social equity. These strategies are interconnected and support a sustainable transportation system that encourages economic vitality, protects our natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. California has reinforced these principles and incorporated them into the CTP. A commitment to the 3 E's calls for new approaches drawn from a full set of transportation strategies that include integrating transportation and land use to create more sustainable communities.

CALIFORNIA'S TRANSPORTATION TRENDS AND CHALLENGES

- Demographics
- Economic Prosperity
- Transportation Funding
- Climate Change and GHG Reductions
- Freight Mobility
- Fuel, Energy and Technology
- Sustainability in Tribal, Rural and Small-Town Communities
- Public Health
- Housing and Land Use

INTEGRATING CALIFORNIA'S TRANSPORTATION FUTURE

MODAL PLANS

The CTP 2040 will integrate findings and recommendations from the five Caltrans statewide long-range modal plans:

- BIOTERRITORIAL PLAN
- RAIL PLAN
- TRANSIT PLAN
- AVIATION PLAN
- AVIATION PLAN

MAP-21 AND NATIONAL GOALS

The CTP 2040 will integrate a detailed performance-based planning approach that is consistent with the national goals specified by the federal surface transportation reauthorization bill (MAP-21), safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Establishing goals and performance measures will set the stage for a process that is data-driven and transparent, linking accountability into developing policies, programs and research priorities, when assessing system performance, and tracking progress toward achieving the national performance goals.

NEEDS, ANALYSIS AND DEVELOPMENT

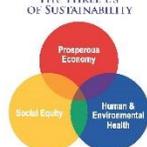
The CTP 2040 will integrate a technical analysis utilizing travel demand forecasting models that will evaluate transportation and land use scenarios and costs. The forecasting process will incorporate California's Transportation Plan includes comprehensive surface transportation GHG reduction strategies that consider the mobility and accessibility of all transportation users and freight.

LINKS TO RESOURCES

The CTP 2040 will integrate findings and recommendations from key documents from various statewide programs.

For more information, use QR Code or URL: www.californiatrnsportationplan2040.org

THE THREE E'S OF SUSTAINABILITY



IMPROVE Multimodal Mobility and Accessibility for All People

- Manage and Operate an Efficient, Integrated System
- Invest Strategically to Optimize System Performance
- Promote Safe and Livable Multimodal City and Housing Areas Transportation

Preserve the Multimodal Transportation System

- Apply Sustainable Investment and Rehabilitation Strategies
- Evaluate Multimodal Infrastructure Options for System Reliability
- Adopt Intelligent and Systemic Solutions to Meet Future Change

Support a Vibrant Economy

- Account Transportation Choices to Support Economic Activity
- Enhance Freight Mobility, Reliability and Global Competitiveness
- Boost System Reliability, Resilience and System Performance

Improve Public Safety and Security

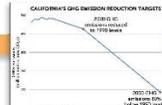
- Reduce Fatalities, Serious Injuries and Crashes
- Promote System Security, Emergency Preparedness, Resilience and Recovery

Foster Livable and Healthy Communities and Promote Social Equity

- Expand Collaboration and Community Engagement in Multimodal Transportation Planning and Decision Making
- Integrate Environmental and Social Justice Considerations and Land Use Development
- Reduce Health and Social Inequities in Transportation Planning and Decision Making

Promote Environmental Stewardship

- Integrate Environmental Considerations in all Stages of Planning and Implementation
- Coordinate and Evaluate Environmental and Cultural Resources
- Reduce Greenhouse Gas Emissions and Climate Change
- Transform to a Clean and Energy Efficient Transportation System



Source: California Air Resources Board

DID YOU KNOW...

A large majority of Californians view global warming as a very serious threat (93%) or somewhat serious threat (31%) to California's future economy and quality of life.

Source: Public Policy Institute of California, *California & the Environment*, July 2014

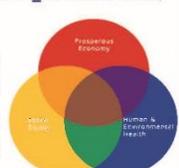
Malcolm Dougherty
DIRECTOR, CALTRANS

CTP 2040 TIMELINE



The California Transportation Plan (CTP) provides a long-range policy framework to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP 2040 defines goals, performance-based policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. The CTP 2040 envisions a sustainable system that improves mobility and enhances our communities and quality of life.

Key to this vision is considering "The 3E's of Sustainability": a **Prosperous Economy, Human & Environmental Health, and Social Equity** – in all transportation decisions.



The CTP 2040 will incorporate elements of previous plans (CTP 2025 and 2030 Addendum), integrate new ideas and recommendations and build on the 2012 California Interregional Blueprint (CIB) prepared in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level blueprint that integrates the State's vision for a sustainable, multimodal transportation system with regional transportation plans and land use visions. Ongoing community outreach through an interactive website, as well as statewide workshops and focus groups, are important elements in the CTP 2040's development. By sharing your ideas, you can influence the content of the final plan and, ultimately, decisions on how your transportation dollars are invested.

The CTP 2040 is scheduled for approval by the California State Transportation Agency (CalSTA) in December 2015. Please visit our website to offer your input on this Scope Document & Timeline and the California Transportation Plan 2040.

www.californiatransportationplan2040.org

Scope Document & Timeline

www.californiatransportationplan2040.org

Working with transportation partners and stakeholders, Caltrans will take the following actions in developing the California Transportation Plan 2040:

- **Validate** and build on CTP 2025 vision, goals, policies, and strategies.
- **Review** current trends, challenges, and emerging issues such as the economy and job growth, climate change, population and housing growth, freight mobility, public health, and transportation financing.
- **Evaluate** all proposed strategies in the broader context of sustainability considering how they affect California's economy, human and environmental health, and social equity.
- **Integrate** Caltrans statewide long-range modal plans and programs with the latest technologies and tools.
- **Build** on the Regional Transportation Plans (RTPs) and Sustainable Communities Strategies (SCSs) developed by Metropolitan Planning Organizations (MPOs) and the transportation and land use visions developed by rural Regional Transportation Planning Agencies (RTPAs).
- **Expand** the direction set in the CTP 2030 Addendum to include consideration of environmental issues early in the transportation planning process.
- **Identify** the statewide, integrated multimodal transportation system needed to achieve the maximum feasible greenhouse gas emission reductions in response to Senate Bill 391.
- **Consider** the use of alternative fuels, new technologies, tail pipe emission reductions, and the expansion of public transit, commuter rail, intercity rail, high-speed rail, bicycling, and walking.
- **Integrate** performance measures and develop targets to meet requirements of the federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) and build on proposed statewide transportation indicators to monitor implementation of SCSs.
- **Analyze** the effects of policies, programs, and major investments on transportation, the economy, and the environment on a statewide scale.
- **Use** travel demand forecasting models to evaluate transportation and land use scenarios and policies.

ECONOMY · ENVIRONMENT · EQUITY



CTP 2040
CALIFORNIA TRANSPORTATION PLAN

Scope Document & Timeline

2013



OUTREACH
Communication & Public Participation

- ◆ WEB PORTAL
- ◆ FOCUS GROUPS
- ◆ TRIBAL MEETINGS



CONSULTATION

- ◆ POLICY & TECHNICAL COMMITTEES
- ◆ REGIONAL AGENCIES
- ◆ TRIBAL GOVERNMENTS



PRODUCTS
CTP Development

- ◆ CTP 2040 FACT SHEET
- ◆ CTP 2040 SPANISH FACT SHEET

2014



OUTREACH
Communication & Public Participation

- ◆ WEB PORTAL



CONSULTATION

- ◆ POLICY & TECHNICAL COMMITTEES
- ◆ TRIBAL GOVERNMENTS
- ◆ REGIONAL AGENCIES



PRODUCTS
CTP Development

- ◆ CTP 2040 - ADMINISTRATIVE DRAFT
- ◆ CTP 2040 BROCHURE
- ◆ SCOPE DOCUMENT & TIMELINE

2015



OUTREACH
Communication & Public Participation

- ◆ WEB PORTAL
- ◆ WORKSHOPS
Fresno, Inland Empire, Los Angeles, Oakland, Redding, Sacramento, San Diego
- ◆ CTP PUBLIC REVIEW DRAFT
45-Day Comment Period



CONSULTATION

- ◆ POLICY & TECHNICAL COMMITTEES
- ◆ REGIONAL AGENCIES
- ◆ TRIBAL GOVERNMENTS



PRODUCTS
CTP Development

- ◆ CTP 2040 - DRAFT
- ◆ CTP 2040 - FINAL PLAN
- ◆ AGENCY APPROVAL

www.californiatransportationplan2040.org July 2014

APPENDIX B | CTP 2040 PUBLIC WORKSHOP FLYERS

HANDBILL (ENGLISH)

2040

Help shape the future of California!

Caltrans will host seven public workshops throughout the state *plus* a webinar to gather public comments and input.

California Transportation Plan 2040 (CTP 2040) is a statewide plan to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions.

www.californiatransportationplan2040.org

California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Get involved

🌐 www.californiatransportationplan2040.org
✉️ CTP2040@dot.ca.gov
🐦 Twitter: @CaltransHQ

If any accommodations are needed for persons with disabilities, please contact Bev at (916) 445-2079 or email CTP2040@dot.ca.gov. Requests should be made as soon as possible but at least 5 days prior to the scheduled event.

Upcoming Public Workshops

Sacramento: Tuesday, March 10, 2015, 4pm–7pm
North Natomas Library, 4660 Via Ingoglia, Sacramento

Redding: Thursday, March 12, 2015, 4pm–7pm
City of Redding Community Room
777 Cypress Avenue, Redding

San Diego: Tuesday, March 17, 2015, 4pm–7pm
Valencia Park/Malcolm X Branch Library and Performing Arts Center, 5148 Market Street, San Diego

Riverside: Wednesday, March 18, 2015, 4pm–7pm
Riverside City College, 4800 Magnolia Avenue, Riverside

Los Angeles: Thursday, March 19, 2015, 4pm–7pm
Southern California Association of Governments (SCAG)
818 West 7th St, 12th floor, Los Angeles

Fresno: Tuesday, March 24, 2015, 4pm–7pm
Fresno City College, 1101 E. University Avenue, Fresno

Oakland: Thursday, March 26, 2015, 4pm–7pm
Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland

Webinar: Thursday, March 5, 2015, 2pm
For more information, visit www.californiatransportationplan2040.org

Caltrans

MOVING INTO THE FUTURE...

2040

¡Forjemos juntos el futuro de California!

Caltrans organizará **siete talleres públicos** en todo el estado y, **además, un seminario por Internet** para conocer los comentarios y las opiniones del público.

El Plan de Transporte de California 2040 (CTP 2040) es un plan que abarca a todo el estado y que se propone cubrir las futuras necesidades de movilidad en California y reducir las emisiones de gas de efecto invernadero (GHG).

www.californiatransportationplan2040.org

California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Próximos talleres públicos

Sacramento: Martes, 10 de marzo de 2015, de 4 p.m. a 7 p.m.
North Natomas Library, 4660 Via Ingoglia, Sacramento

Redding: Jueves, 12 de marzo de 2015, de 4 p.m. a 7 p.m.
Sala Comunitaria de la Ciudad de Redding
777 Cypress Avenue, Redding

San Diego: Martes, 17 de marzo de 2015, de 4 p.m. a 7 p.m.
Valencia Park/Malcolm X Branch Library and Performing Arts Center, 5148 Market Street, San Diego

Riverside: Miércoles, 18 de marzo de 2015, de 4 p.m. a 7 p.m.
Riverside City College, 4800 Magnolia Avenue, Riverside

Los Ángeles: Jueves, 19 de marzo de 2015, de 4 p.m. a 7 p.m.
Asociación de Gobiernos del Sur de California (SCAG)
818 West 7th St, piso 12, Los Ángeles

Fresno: Martes, 24 de marzo de 2015, de 4 p.m. a 7 p.m.
Fresno City College, 1101 E. University Avenue, Fresno

Oakland: Jueves, 26 de marzo de 2015, de 4 p.m. a 7 p.m.
Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland

Seminario en Internet: Jueves, 5 de marzo de 2015, 2 p.m.
Si desea más información, visite www.californiatransportationplan2040.org

Involúcrese

www.californiatransportationplan2040.org

CTP2040@dot.ca.gov

Twitter: @CaltransHQ

En caso de requerirse alguna adaptación para personas con discapacidades, comuníquese con Bev al (916) 445-2079 o por correo electrónico a CTP2040@dot.ca.gov. Las solicitudes deben realizarse cuanto antes, como mínimo cinco días antes de la fecha programada para el evento.

Caltrans

MOVING INTO THE FUTURE...

GENERAL WORKSHOP FLYERS (ENGLISH AND SPANISH)



HELP SHAPE THE FUTURE OF CALIFORNIA!

Caltrans will host **seven public workshops plus a webinar** to gather public input on the draft California Transportation Plan (CTP) that identifies future multimodal mobility needs and reduces greenhouse gas emissions.

The CTP envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. By being involved and sharing your ideas, you can influence the content of the final plan and, ultimately decisions on how California transportation dollars are invested.



PUBLIC WORKSHOPS		
Sacramento: Tuesday, March 10, 2015 4pm-7pm North Natomas Library 4560 Via Ingoglia, Sacramento	Riverside: Wednesday, March 18, 2015 4pm-7pm Riverside City College 4800 Magnolia Avenue, Riverside	Oakland: Thursday, March 26, 2015 4pm-7pm Joseph P. Bort MetroCenter 101 Eighth Street, Oakland
Redding: March 12, 2015 4pm-7pm City of Redding Community Room 777 Cypress Avenue, Redding	Los Angeles: Thursday, March 19, 2015 4pm-7pm Southern California Association of Governments (SCAG) 818 West 7th St, 12 th floor, Los Angeles	Webinar: Thursday, March 5, 2015, 2pm to register, visit: www.californiatrnsportationplan2040.org
San Diego: Tuesday, March 17, 2015 4pm-7pm Valencia Park/Malcolm X Branch Library and Performing Arts Center 5148 Market Street, San Diego	Fresno: Tuesday, March 24, 2015 4pm-7pm Fresno City College 1101 E. University Avenue, Fresno	<i>If any accommodations are needed for persons with disabilities, please contact Bev at (916) 445-2079 or email CTP2040@dot.ca.gov. Requests should be made as soon as possible but at least five days prior to the scheduled event.</i>

Visit the CTP 2040 Web site:
www.californiatrnsportationplan2040.org

 Check workshop dates in your area

 Send us an email

 Check webinar dates

 Follow us on Twitter

 Take survey polls

 Sign up for email notifications



MOVING INTO THE FUTURE...



¡FORJEMOS JUNTOS EL FUTURO DE CALIFORNIA!

Caltrans organizará **siete talleres públicos** y, además, un **seminario en Internet** para conocer la opinión del público sobre el proyecto del Plan de Transporte de California (CTP) que identifica las futuras necesidades de movilidad multimodal y reduce las emisiones de gas de efecto invernadero.

La CTP imagina un sistema de transporte sustentable, multimodal y totalmente integrado que auspicie la vitalidad económica, proteja los recursos naturales, promueva la salud y el bienestar de todos los Californianos, y cubra las necesidades de la gente en forma justa y equitativa. Al involucrarse y compartir sus ideas, puede influir sobre el contenido final del plan y, en definitiva, sobre las decisiones de cómo se invierten los dólares destinados al transporte en California.



TALLERES PÚBLICOS		
Sacramento: Miércoles, 10 de marzo de 2015 4pm-7pm North Natomas Library 4660 Via Ingoglia, Sacramento	Redding: Jueves, 12 de marzo de 2015 4pm-7pm Sala Comunitaria de la Ciudad de Redding 777 Cypress Avenue, Redding	San Diego: Martes, 17 de marzo de 2015 4pm-7pm Valencia Park/Malcolm X Branch Library and Performing Arts Center 5148 Market Street, San Diego
Riverside: Miércoles, 18 de marzo de 2015 4pm-7pm Riverside City College 4800 Magnolia Avenue, Riverside	Los Angeles: Jueves, 19 de marzo de 2015 4pm-7pm Asociación de Gobiernos del Sur de California (SCAG) 818 West 7th St, piso 12, Los Angeles	Seminario en Internet: Jueves, 5 de marzo de 2015, 2 pm Para anotarse, visite: www.californiatrnsportationplan2040.org
Fresno: Martes, 24 de marzo de 2015 4pm-7pm Fresno City College 1101 E. University Avenue, Fresno	Oakland: Jueves, 26 de marzo de 2015 4pm-7pm Joseph P. Bort MetroCenter 101 Eighth Street, Oakland	<i>En caso de requirirse adaptaciones para personas con discapacidades, comuníquese con Bev al (916) 445-2079 o por correo electrónico CTP2040@dot.ca.gov. Las solicitudes deben realizarse cuanto antes, como mínimo cinco días antes de la fecha programada para el evento.</i>

Visite el sitio web de CTP 2040:
www.californiatrnsportationplan2040.org

 Consulte las fechas de los talleres en su zona

 Envíenos un correo electrónico

 Consulte las fechas del seminario en Internet

 Siganos en Twitter

 Realice encuestas

 Suscríbese a las notificaciones por correo electrónico



MOVING INTO THE FUTURE...

SITE-SPECIFIC CTP 2040 PUBLIC WORKSHOP FLYERS



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Sacramento Public Workshop

Caltrans invites the public to help shape the state's transportation future by offering their input and comments on the California Transportation Plan 2040 (CTP 2040), which lays out potential scenarios for supporting California's economic and environmental goals

The California Transportation Plan 2040 (CTP 2040) is a statewide policy plan designed to meet California's future transportation needs and the State's greenhouse gas emission target of 80% below 1990 levels by 2015. The plan envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably.



Get INVOLVED!

Sacramento Public Workshop

Tuesday, March 10, 2015
4pm-7pm

North Natomas Library
4660 Via Ingolgia,
Sacramento, CA 95835

Transit Line
11



Visit the CTP 2040 Web site:
www.californiatrnsportationplan2040.org

-  Check workshop dates in your area
-  Check webinar dates
-  Take survey polls
-  Sign up for email notifications

-  Send us an email
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MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Redding Public Workshop

Caltrans invites the public to help shape the state's transportation future by offering their input and comments on the California Transportation Plan 2040 (CTP 2040), which lays out potential scenarios for supporting California's economic and environmental goals

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Get INVOLVED!

Redding Public Workshop

Thursday, March 12, 2015
4-7pm

City of Redding, Community Room
777 Cypress Ave.
Redding CA, 96001

Transit Lines
3, 11



Visit the CTP 2040 Web site:
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MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Riverside Public Workshop

Caltrans invites the public to help shape the state's transportation future by offering their input and comments on the California Transportation Plan 2040 (CTP 2040), which lays out potential scenarios for supporting California's economic and environmental goals.

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Get INVOLVED!

Riverside Public Workshop

Wednesday, March 18th, 2015
4-7pm

Riverside City College
Hall of Fame Student Center
4800 Magnolia Ave.
Riverside CA, 92506

Parking
Free with downloaded
printable permit from
Craigslislist.ad



Visit the **CTP 2040** Web site:
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MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

San Diego Public Workshop

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Get INVOLVED!

San Diego Public Workshop

Tuesday, March 17, 2015
4-7pm

Valencia Park/Malcolm X Branch
Library and Performing Arts Center
5148 Market St.
San Diego CA, 92114

Transit Lines: 3, 4, 5, 13, 60,
916, 917, 955, Orange Line (trolley)



Visit the **CTP 2040** Web site:
www.californiatransportationplan2040.org

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-  Check webinar dates
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MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Fresno Public Workshop

Caltrans invites the public to help shape the state's transportation future by offering their input and comments on the California Transportation Plan 2040 (CTP 2040), which lays out potential scenarios for supporting California's economic and environmental goals.

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Get INVOLVED!

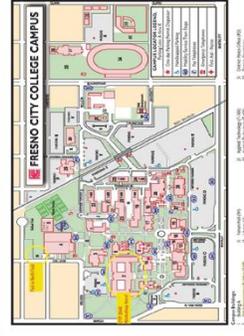
Fresno Public Workshop

Tuesday, March 24th, 2015
4-7pm

Fresno City College
Old Administration Building, RM 251
1101 E. University Avenue
Fresno, CA 93704

Parking
North Field

Transit Lines
20, 28, 30, 45



Visit the **CTP 2040** Web site:
www.californiatransportationplan2040.org

- Check workshop dates in your area
- Check webinar dates
- Take survey polls
- Sign up for email notifications

- Send us an email
- Follow us on Twitter



MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Los Angeles Public Workshop

Caltrans invites the public to help shape the state's transportation future by offering their input and comments on the California Transportation Plan 2040 (CTP 2040), which lays out potential scenarios for supporting California's economic and environmental goals.

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Get INVOLVED!

Los Angeles Public Workshop

Thursday, March 19th, 2015
4-7pm

Southern California Association of Governments (SCAG)
818 W. 7th St., 12th Fl.
Los Angeles CA, 90017

Transit Lines
Metro Rail: Red, Purple, & Expo
Metro Link: Transfer to Metro Rail at Union Station
DASH: A, B, E & F



Visit the **CTP 2040** Web site:
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MOVING INTO THE FUTURE...



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

Oakland Public Workshop

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Get INVOLVED!


Oakland Public Workshop

Thursday, March 26th, 2015
4-7pm

Joseph P. Bort Metro Center
101 Eighth Street,
Oakland CA, 94607

Transit Lines
1, 1R, 11, 14, 18, 40, 62, 88, 618, 801
840



Visit the **CTP 2040 Web site:**
www.californiatransportationplan2040.org

- Check workshop dates in your area
- Check webinar dates
- Take survey polls
- Sign up for email notifications

- Send us an email
- Follow us on Twitter



MOVING INTO THE FUTURE...

APPENDIX C | OUTREACH LISTINGS

LIST OF COMMUNITY BASED ORGANIZATIONS AND COMMUNITY CONTACTS TITLE VI AND GENERAL COMMUNITY OUTREACH

Sacramento
Health Education Council
League of Women Voters, Sacramento County
Oak Park Neighborhood Association
NAACP, Sacramento Branch
Sacramento Food Bank and Family Services
Sacramento Housing Alliance
Sacramento Housing and Redevelopment Agency
Sacramento Urban League
Ubuntu Green
Walk Sacramento

Redding
Golden Umbrella
NAACP, Eureka Branch
People of Progress
Shasta County Citizens Advocating Respect
Southeast Asian Christian Ministry

San Diego
350.org
ACLU San Diego chapter
The Arc of San Diego
Bikesd.org
Coastal Environmental Rights Foundation (CERF)
Citizens Coordinate for Century 3
Chicano federation Cleveland National Forest Foundation
Community Interface Services
Elite Service Disabled Veteran-owned Business
Empower San Diego
Environmental Health Coalition
Indian Voices
Mabuhay alliance
MoveSD
NAACP, San Diego Branch
San Diego Audubon
San Diego Childhood Obesity InitiativeSan Diego Coastkeeper
San Diego County Aging & Independence Services
Surfrider San Diego Chapter
United Way

Riverside
NAACP, San Bernardino Branch
NAACP, Riverside Branch
National Health Care for the Homeless Council
Asian American Riverside
Assistance League/Riverside
Assistance League/San Bernardino
Blindness Support Services
California Youth Advocacy Network
Center for Community Action and Environmental Justice
Community Action Partnership of Riverside County
Community Connect
The Community Foundation
City operated Community Centers in Riverside
City operated Libraries in Riverside
Latino Network, Riverside
LSS Community Care
Support for Families of Children with Disabilities
United Way of the Inland Valleys

Los Angeles
Alliance of Californians for Community Empowerment
The Almansor Center
American Institute of Architects - Los Angeles
Asian Pacific American Legal Center of Southern California
Asian Pacific Islander Obesity Prevention Alliance (APIOPA)
Beacon Housing
California Food Policy Advocates
Clergy and Laity United for Economic Justice (CLUE)
Climate Resolve
Coalition for Economic Survival
Community Coalition of Los Angeles
Compton Unified School District
Concerned Citizens of South Central LA
Crystal Stairs, Inc.
Cyclists Inciting Change thru Live Exchange (CICLE)
Disability Rights Legal Resource Center
East LA Community Corporation
East Yard Communities for Environmental Justice
Esperanza Community Housing Corporation
Jubilee Consortium
Koreatown Immigrant Workers Alliance
LA Community Action Network
LA Voice

LAANE - Los Angeles Alliance for a New Economy (LAANE)
Leadership for Urban Renewal Network
Liberty Hill Foundation
LINC Housing
Los Angeles County Bicycle Coalition
Los Angeles Food Policy Council
Los Angeles Walks NAACP, Los Angeles Branch
Neighborhood House Association
North County Community Services
Southeast Asian Community Alliance
Southern California Association of Non-Profit Housing
Strategic Actions for Just Economy
Strategic Concepts in Organizing and Policy EducationTake Back the Boulevard

Fresno
ACT for Women and Girls
Better Opportunities Builder Inc.
Center on Race, Poverty, and the Environment
Central California Asthma Collaborative
Centro La Familia Advocacy Services, Inc.
CRLA (California Rural Legal Assistance)
Fresno American Indian Health Project
Fresno Center for New Americans
Fresno Housing Authority
Fresno REEL pride
HandsOn Central California
Khmer Society of Fresno
NAACP
Poverello House
Resources for Independence Central Valley
San Joaquin River Parkway and Conservation Trust
sisepuede
Tree Fresno
United Way of Fresno County

Oakland / Bay Area
Acterra
Albany Chamber of Commerce
Alliance for Californian for Community Empowerment
American Cyclery
Asian Pacific Environmental Network
Bay Area Bike Coalition
Bay Area Community Services
Bay Area Consortium of Land Trusts
Bay Area Open Space Council

Bay Area Water Emergency Transportation Authority (WETA)
BORP –Adaptive Sports and Recreation
Building Industry Association of the Bay Area
Building Trades Council
California Alliance for Retired Americans (Oakland)
California Pan-Ethnic Health Network
Catholic Charities of the East Bay
Causa Justa :: Just Cause
Contra Costa Interfaith (PICO)
Curry Senior Center
Cycles of Change
Diablo Cyclists
East Bay Alliance For a Sustainable Economy
East Bay Community Foundation
East Bay Housing Organization
East Oakland Building Healthy Communities
East Bay Asian Local Development Corporation
Eden Housing
Emeryville Chamber of Commerce
Fremont Chamber of Commerce
Golden Gate Senior Services
Greenbelt Alliance
Institute on Aging
International Council for Local Environmental Initiatives
Jewish Community Center of San Francisco
Kimochi, Inc.
League of Women Voters – Diablo Valley
League of Women Voters –Eden Area
League of Women Voters of San Francisco
Livable City
Northern California Land Trust
Oakland African American Chamber of Commerce
Oakland Housing Authority
Pacific Institute
Pedal Revolution
Planning For Elders
PolicyLink
Regional Technical Training Center
Resilient Communities Initiative / Earth Island Institute
Richmond Spokes
San Francisco Bicycle Coalition
San Francisco County Transportation Authority
San Francisco Recreation & Parks Department
San Francisco Senior Center

San Leandro African American Business Council
San Leandro Chamber of Commerce
SF Baykeeper
Sierra Club, San Francisco Bay Chapter
Street Level Cycles
Sustainable San Mateo
The Greenlining Institute
TransForm
Union City Chamber of Commerce
Unity Council
Urban Creeks Council
Urban Habitat
Walk Oakland Bike Oakland
Walk SF
West Oakland Environmental Indicators Project
Working Partnerships USA
Yellowjackets Cycling
Youth United for Community Action

APPENDIX D | WORKSHOP STATIONS: DISPLAYS AND HANDOUTS

D-1 | WORKSHOP STATIONS OVERALL



D-2 | STATION 2 – PROJECT INTRODUCTION



D-3 | STATION 3 – TRENDS AND OPPORTUNITIES



TRENDS AND OPPORTUNITIES

Pick the 3 TRENDS and CHALLENGES most important to you, and/or that you feel have the most impact on transportation planning and California in general. Place one dot on each of the three you pick.

	<p>Demographics</p> <p>California is one of the most diverse states in the nation. The State's transportation planning must serve the needs of all, while creating a system that can respond and adapt to future shifts in travel preference.</p>
	<p>Economic Prosperity</p> <p>The Great Recession caused many challenging economic impacts. Transportation helps stimulate the economy by providing Californians with access to jobs, education, goods and services, and recreational facilities, and through creating transportation related employment.</p>
	<p>Transportation Funding</p> <p>A recent California Transportation Commission assessment highlights deep funding gaps for basic transportation system maintenance and operations and methods to address population growth and transportation preference shifts.</p>
	<p>Climate Change and Greenhouse Gas Emissions (GHG) Reduction</p> <p>Carbon dioxide (CO₂) and GHG emissions contribute to climate change, and the transportation sector is the leading source of GHG emissions in the State. California's infrastructure will face future burdens from climate risks.</p>
	<p>Freight Mobility</p> <p>The freight industry needs a network of ports, roadways, railways, and airports to handle large volumes of freight and provides efficient, cost effective global shipping. Freight movement presents many challenges to the natural environment and to local communities in the future.</p>



TRENDS AND OPPORTUNITIES

Pick the 3 TRENDS and Opportunities most important to you, and/or that you feel have the most impact on transportation planning and California in general. Place one dot on each of the three you pick.

	<p>Fuel, Energy and Technology</p> <p>The transportation system relies on petroleum-based fuels. Production of some fuel alternatives is underway. Success may depend on government subsidies or State or federal regulations and policies.</p>
	<p>Sustainability in Rural Communities and Small Towns</p> <p>Rural entities are often challenged to provide transit services to customers that are sparsely distributed. The CTP 2040 sets goals that encourage rural communities to offer travelers options to get around by bicycle, foot, or transit.</p>
	<p>Sustainability in Tribal Communities</p> <p>Native American tribes face challenges working toward environmental and fiscal sustainability. Partnerships, collaboration, and cooperation are important to achieve sustainable tribal transportation.</p>
	<p>Public Health</p> <p>Transportation systems affect public health with impacts on communities, public safety, physical activity, the environment, and accessibility of vital goods and services. Properly planned and designed transportation systems can have a positive effect on public health.</p>
	<p>Housing and Land Use</p> <p>Land use, housing, and transportation plans need to be coordinated between local governments like cities and counties, and regional agencies and the State, which are responsible for regional and interregional transportation decisions.</p>

D-4 | STATION 4 – GOALS AND POLICIES





CTP2040 GOALS, POLICIES and STRATEGIES

1

Improve Multimodal Mobility and Accessibility for All People

POLICY 1

Manage and Operate an Efficient Integrated System

POLICY 2

Invest Strategically to Optimize System Performance

POLICY 3

Provide Viable and Equitable Multimodal Choices Including Active Transportation

- Implement transportation demand management: pricing measures, parking policies, traffic calming, complete streets policies, and telecommuting.
- Identify multimodal funding that invests in multiple strategies to yield the highest results.
- Expand repair and upgrade existing roadways to increase access for walking, bicycling, public transit use, and freight use.

2

Preserve the Multimodal Transportation System

POLICY 1

Apply Sustainable Preventative Maintenance and Rehabilitation Strategies

POLICY 2

Evaluate Multimodal Life Cycle Costs in Project Decision Making

POLICY 3

Adapt the Transportation System to Reduce Impacts from Climate Change

- Acquire sustainable funding for maintenance and preservation (e.g., the SHOPP program).
- Evaluate and enhance life-cycle cost tools to fit preservation needs.
- Employ partnership planning with local governments to achieve equitable decision making.
- Use available sea-level-rise tools to prioritize and mitigate impacts to the multimodal system.

CTP2040 GOALS, POLICIES and STRATEGIES

CALIFORNIA TRANSPORTATION PLAN

3

Support a Vibrant Economy

POLICY 1

Support Transportation Choices to Enhance Economic Activity

POLICY 2

Enhance Freight Mobility, Reliability, and Global Competitiveness

POLICY 3

Seek Sustainable and Flexible Funding to Maintain and Improve the System

- Develop and promote multimodal links between neighborhoods, job centers, and regional institutions centers.
- Research, develop and propose transparent active revenue sources that fully address current and future transportation system management needs.
- Promote flexible funding for transportation problems that have significant public benefits, regardless of facility ownership and/or jurisdiction.

4

Improve Public Safety and Security

POLICY 1

Reduce Fatalities, Serious Injuries, and Collisions

POLICY 2

Provide for System Security, Emergency Preparedness, Response, and Recovery

- Improve Positive Train Control (PTC) technology on all intercity and commuter passenger rail.
- Invest in at-grade railroad crossing safety on over 10,000 at-grade (level) railroad crossings.
- Improve airport and airline security, including the security of airport connectivity.

CTP2040 GOALS, POLICIES and STRATEGIES

CALIFORNIA TRANSPORTATION PLAN

5

Foster Livable and Healthy Communities and Promote Social Equity

POLICY 1

Expand Engagement in Multimodal Transportation Planning and Decision Making

POLICY 2

Integrate Multimodal Transportation and Land Use Development

POLICY 3

Integrate Health and Social Equity in Transportation Planning and Decision Making

- Incorporate community values and support context sensitive solutions for multimodal transportation facilities and creating sustainable infrastructure.
- Encourage increased densities and mix of land uses, and other “smart growth” principles to support transit service, walking, and bicycling.
- Promote incentives that reward employers that locate near transit or housing; and developers that build housing near employment centers.

6

Practice Environmental Stewardship

POLICY 1

Integrate Environmental Considerations in All Stages of Planning and Implementation

POLICY 2

Conserve and Enhance Natural, Agricultural, and Cultural Resources

POLICY 3

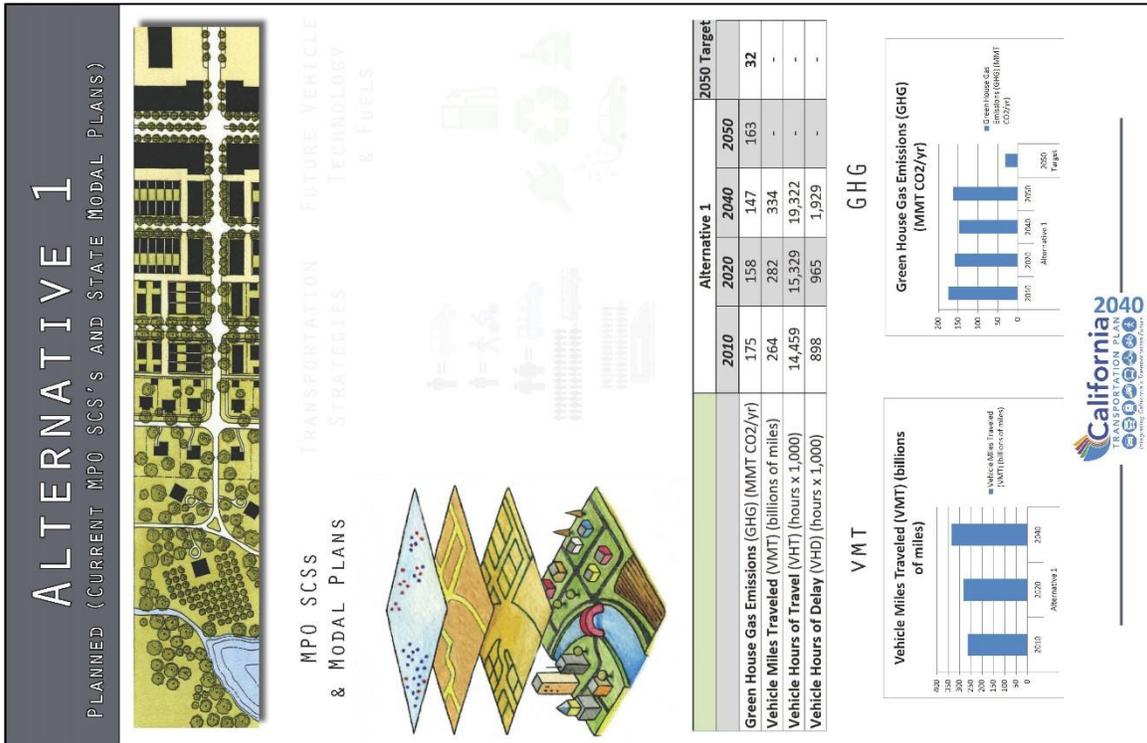
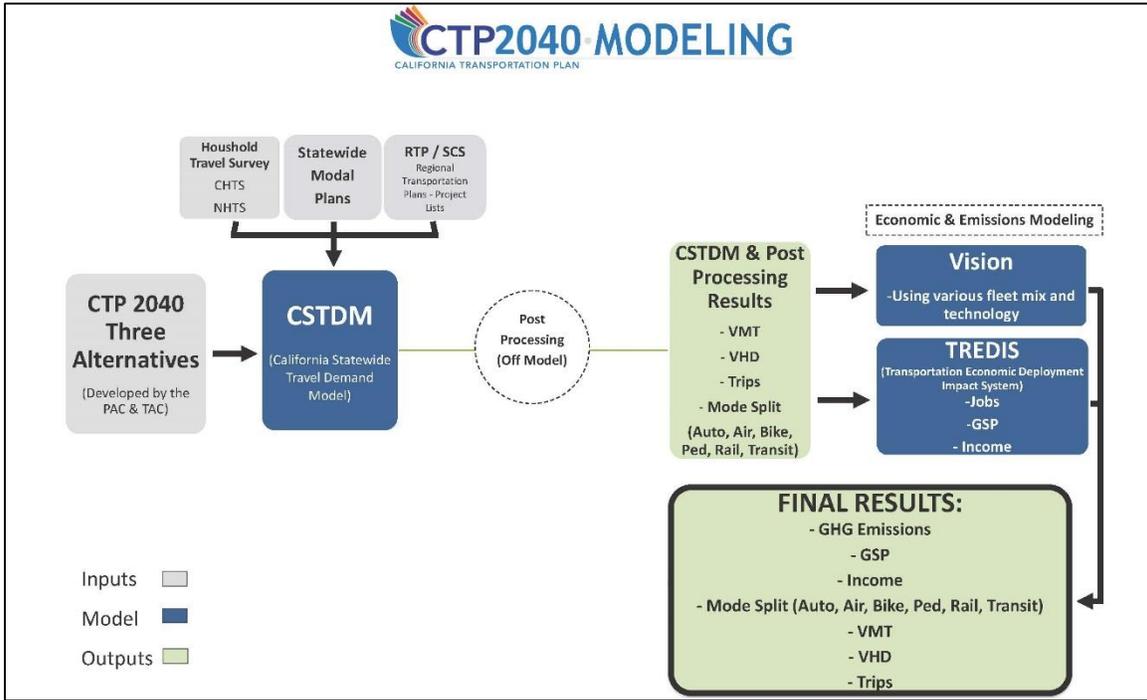
Reduce Greenhouse Gas Emissions and Other Air Pollutants

POLICY 4

Transform to a Clean and Energy Efficient Transportation System

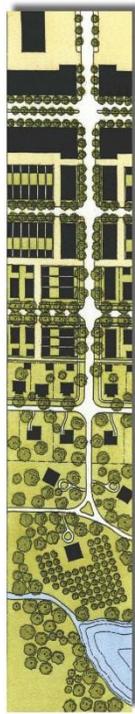
- Link transportation planning decisions with resources and environmental planning to enhance and preserve the environment.
- Provide guidance to enhance environmental stewardship and sustainability at the regional and local levels.
- Support efforts to reduce GHGs, such as California cap-and-trade program, high-speed rail, and zero and low emission vehicles.

D-5 | STATION 5 – ALTERNATIVES AND ANALYSIS

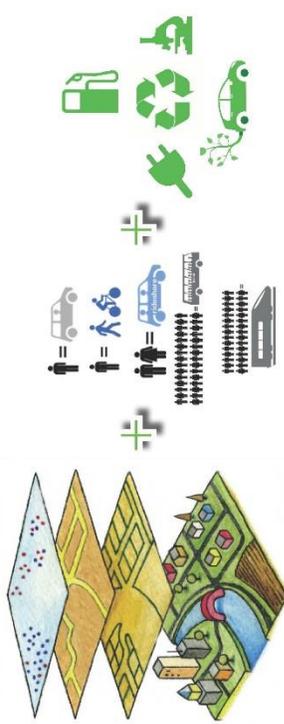


ALTERNATIVE 3

PLANNED + PROPOSED STRATEGIES + FUTURE VEHICLE & FUEL TECHNOLOGY

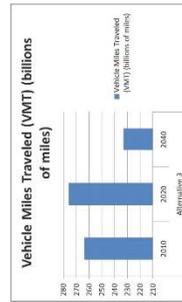


MPO SCSS & MODAL PLANS
TRANSPORTATION STRATEGIES
FUTURE VEHICLE TECHNOLOGY & FUELS

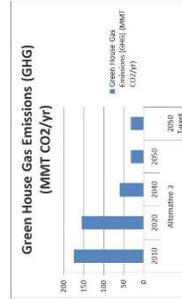


	Alternative 3			2050 Target
	2010	2020	2040	2050
Green House Gas Emissions (GHG) (MMT CO2/yr)	175	156	60	32
Vehicle Miles Traveled (VMT) (billions of miles)	264	276	233	-
Vehicle Hours of Travel (VHT) (hours x 1,000)	14,459	15,329	13,634	-
Vehicle Hours of Delay (VHD) (hours x 1,000)	898	965	587	-

VMT

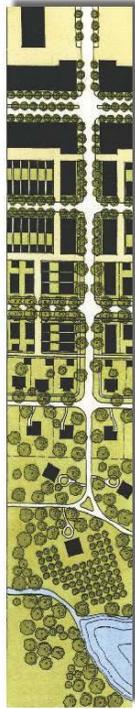


GHG

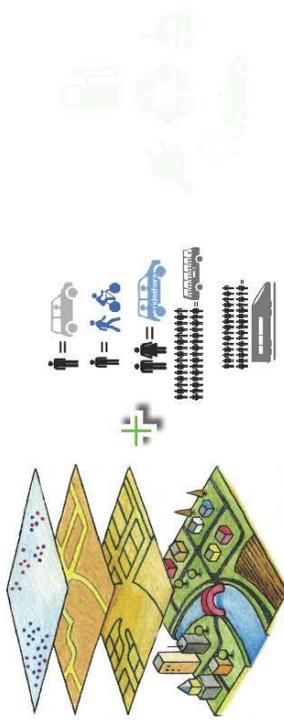


ALTERNATIVE 2

PLANNED + PROPOSED STRATEGIES

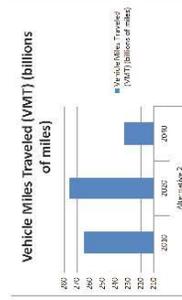


MPO SCSS & MODAL PLANS
TRANSPORTATION STRATEGIES
FUTURE VEHICLE TECHNOLOGY & FUELS

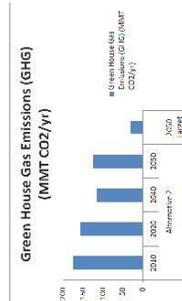


	Alternative 2			2050 Target
	2010	2020	2040	2050
Green House Gas Emissions (GHG) (MMT CO2/yr)	174	157	116	125
Vehicle Miles Traveled (VMT) (billions of miles)	264	276	233	-
Vehicle Hours of Travel (VHT) (hours x 1,000)	14,459	15,329	13,634	-
Vehicle Hours of Delay (VHD) (hours x 1,000)	898	965	587	-

VMT



GHG



DRAFT VMT REDUCTION STRATEGIES

Category / Strategy	Assumption	Evaluation Method: Source	Policy or Objective	VMT Reduction (Estimated)
Pricing				
Road Pricing Strategy	75% increase in auto operating cost	CSTDM	Policy	-17%
Transportation Alternatives				
Telecommute/Work at Home	2.1% increase in work at home rate	Off-Model: SACOG	Objective	-0.39%
Increased carpoolers	5% increase in carpool vehicles	Off-Model: Calculated using CSTDM data	Objective	-2.9%
Increased Car Sharing	Net 5% increase in adoption rates = short distance travel	Off-Model: MTC, CARB Draft Policy Brief	Objective	-1.1%
Mode Shift				
Transit Service Improvements	All transit services doubled, free transfers, reduced transfer wait times	CSTDM	Policy	-6% (includes transfers and HSR fare reductions)
High Speed Rail	HSR fares reduced by 50%	CSTDM	Policy	Included as part of transit service improvements
Bus Rapid Transit	Ridership change from converting Local Bus Routes to BRT	Off-Model: TCRP 118, CSTDM Data	Policy	-0.07%
Expand Bike	Doubled bicycle shares	Off-Model: CSTDM Data	Objective	-0.41%
Expand Pedestrian	Double walk shares	Off-Model: CSTDM Data	Objective	-0.43%
Carpool Lane Occupancy Requirements	Increase minimum 2+ occupancy to 3+	CSTDM	Policy	-0.80%
Increased HOV Lanes	Added HOV lanes, interregional connectors; Fill missing gaps (mixed flow lanes converted to HOV)	CSTDM	Policy	TBD
Operational Efficiency				
Incident/Emergency Management	Implementation of Caltrans System Management and Operations Plan	Off-Model: Caltrans	Policy	-1.0% equivalent VMT savings
Caltrans (TMS) Master Plan	Implementation of TMS Master Plan	Off-Model: Caltrans	Policy	-1.2% equivalent VMT savings
ITS/TSM	Implementation of ITS/TSM strategies	Off-Model: SACOG	Policy	-0.62%
Eco-driving	Reduced fuel consumption through changes in driving habits	Off-Model: ARB Policy Brief	Objective	-0.23% equivalent VMT savings



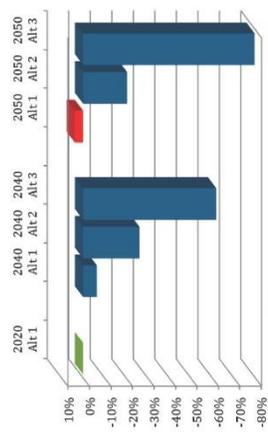
DRAFT ALTERNATIVE MODEL RESULTS

	Alternative 1			2050 Target
	2010	2020	2040	
Green House Gas Emissions (GHG) (MMT CO2/yr)	175	158	147	163
Vehicle Miles Traveled (VMT) (billions of miles)	264	282	334	-
Vehicle Hours of Travel (VHT) (hours x 1,000)	14,459	15,329	19,322	-
Vehicle Hours of Delay (VHD) (hours x 1,000)	898	965	1,929	-

	Alternative 2			2050 Target
	2010	2020	2040	
Green House Gas Emissions (GHG) (MMT CO2/yr)	174	157	116	125
Vehicle Miles Traveled (VMT) (billions of miles)	264	276	233	-
Vehicle Hours of Travel (VHT) (hours x 1,000)	14,459	15,329	13,634	-
Vehicle Hours of Delay (VHD) (hours x 1,000)	898	965	587	-

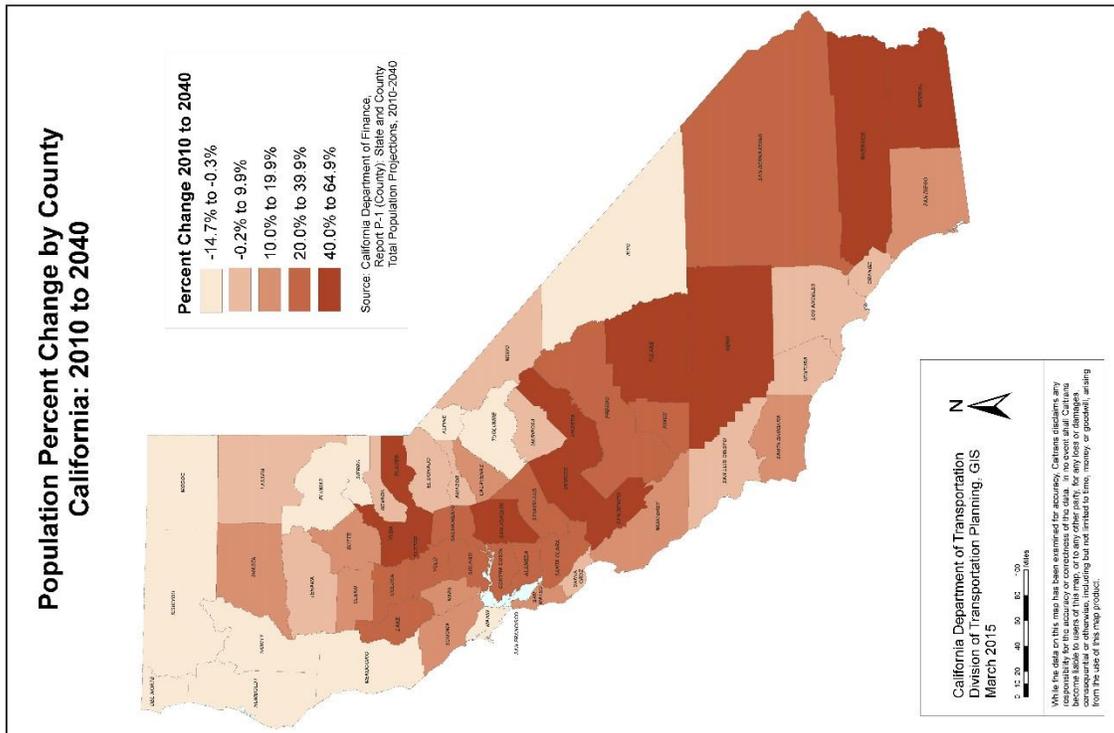
	Alternative 3			2050 Target
	2010	2020	2040	
Green House Gas Emissions (GHG) (MMT CO2/yr)	175	156	60	32
Vehicle Miles Traveled (VMT) (billions of miles)	264	276	233	-
Vehicle Hours of Travel (VHT) (hours x 1,000)	14,459	15,329	13,634	-
Vehicle Hours of Delay (VHD) (hours x 1,000)	898	965	587	-

GHG PERCENT CHANGE



 <h2 style="text-align: center;">RECOMMENDATIONS</h2> <p>IMPROVE PUBLIC SAFETY AND SECURITY</p> <ul style="list-style-type: none"> Identify hazardous materials transport routes that minimize influences to communities and populated areas between departure site and the final destination. Ensure activities and operations enhance transportation security. <p>FOSTER LIVABLE/ HEALTHY COMMUNITIES AND SOCIAL EQUITY</p> <ul style="list-style-type: none"> Identify potential pedestrian and bicyclist improvements on state highways, and work toward development of those projects. Work with tribal governments using principles of coordination, collaboration, and engagement to improve transportation for tribal communities. <p>PRACTICE ENVIRONMENTAL STEWARDSHIP</p> <ul style="list-style-type: none"> Support technological research and development of alternative fuels and transportation modes that can further improve air quality. Convene State, regional and local stakeholders to establish coalitions that engage communities on the importance of environmental stewardship. <p>ECONOMIC VIBRANCY</p> <ul style="list-style-type: none"> Adjust the pricing of transportation modes to reflect the total cost for each mode, including health and environmental costs. Invest in interregional goods movement corridors. <p>ACTIVE TRANSPORTATION</p> <ul style="list-style-type: none"> Implement programs that encourage people to participate in active transportation modes and help educate travelers on the benefits of not using a car. Fund and expand Active Transportation programs that promote carpooling, transit, walking, bicycling and other active modes of transportation. <p>EXPAND TRANSIT</p> <ul style="list-style-type: none"> Report vanpool service data to attract federal funds. Support local-regional transits' seamless transfers to and from high speed rail. 	 <h2 style="text-align: center;">RECOMMENDATIONS</h2> <p>INCREASED MOBILITY AND ACCESSIBILITY FOR ALL</p> <ul style="list-style-type: none"> Increase the efficiency and reliability of transit service trips by having signal timing to favor public transit. Re-design the current roadways to integrate medians, channelized islands, and roundabouts to increase automobile throughput and multimodal accessibility. <p>PROMOTE SUSTAINABILITY IN RURAL COMMUNITIES AND SMALL TOWNS</p> <ul style="list-style-type: none"> Create efficient and sustainable transportation solutions that embrace communities' unique context and culture. Link areas that have labor shortages with communities that have a surplus amount in labor. <p>COORDINATE DATA AND ANALYSIS</p> <ul style="list-style-type: none"> Coordinate data and analysis efforts across regions to ensure consistency and comparability of results. Expand partnerships with tribal governments to improve data collection for traffic volumes and crash data. <p>EXPAND FREIGHT NETWORK CAPACITY</p> <ul style="list-style-type: none"> Incorporate freight projects into planning documents. Work with tribal governments to improve freight accessibility to tribal lands. <p>INVEST STRATEGICALLY</p> <ul style="list-style-type: none"> Avoid funding projects that add road capacity and increased maintenance costs. Maintain the existing State Highway System and roads which would also include 46 percent of the State's road miles in rural areas. <p>REDUCE GHG EMISSIONS IN THE TRANSPORTATION SECTOR</p> <ul style="list-style-type: none"> Create incentives for drivers of Zero Emissions Vehicles (ZEVs), to greatly increase the percentage of these vehicles in the overall fleet in order to achieve the 2050 GHG reduction target for the transportation sector. Subsidize and incentivize (via legislation) an aggressive shift to alternative vehicle fuels, including, but not limited to biofuel blends, hydrogen, and electricity in order to achieve the 2050 GHG reduction target for the transportation sector.
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D-7 | STATION 7 – CALTRANS EARTH





Workshop Reference List

Individual Modal Plans



California State Rail Plan/Executive Summary(Desk Copy)
California State Rail Factsheet
High Speed Rail information



Caltrans Airport Forecasting Study
California Aviation System Plan- Policy Element
Aviation in California-Benefits to our Economy & Way of Life



California Freight Mobility Plan Brochures
California Freight Mobility Plan Fact Sheet
California Freight Mobility Plan (Desk Copy)



Complete Streets Implementation Action Plans
Complete Streets Brochures
Smart Mobility Factsheets



Statewide Transit Strategic Plan
Transit Plan Factsheets
CNT Programs

Other Reference Material

Strategic Highway Safety Plan (SHSP)
Smart Mobility Framework Pilot Study
California Essential Habitat Connectivity Project
Regional Advanced Mitigation Planning
DRISI annual research report or factsheets
Environmental Justice Primer

APPENDIX E | WORKSHOP PASSPORT AND “ONE-WORD” SURVEY

WORKSHOP PASSPORT

					
	Welcome	<input type="checkbox"/>		Project Introduction	<input type="checkbox"/>
	Trends & Opportunities	<input type="checkbox"/>		CT Earth	<input type="checkbox"/>
	Goals & Policies	<input type="checkbox"/>		Alternatives & Analysis	<input type="checkbox"/>
	Recommendations	<input type="checkbox"/>		ITSP	<input type="checkbox"/>
	Resources	<input type="checkbox"/>		Public Comment	<input type="checkbox"/>
<i>Thank you for sharing your views about CTP 2040</i>					
<p>Please fill out the information below and leave in the “Comment Box” to be entered into a drawing for a displayed photograph.</p>					
Name: _____					
Email: _____					
Phone: _____					

“ONE-WORD” SURVEY



ONE WORD that comes to mind about **TRANSPORTATION** in the State of California.

APPENDIX F | COMMENT CARD

 <p>California TRANSPORTATION PLAN 2040 <small>Integrating California's Transportation Future</small></p>	<h2>Comment Card</h2>
Which workshop did you attend?	
<input type="checkbox"/> San Diego <input type="checkbox"/> Los Angeles <input type="checkbox"/> Riverside <input type="checkbox"/> Fresno <input type="checkbox"/> Oakland <input type="checkbox"/> Sacramento <input type="checkbox"/> Redding	
How did you hear about the CTP 2040 Workshop?	
<input type="checkbox"/> CTP Website <input type="checkbox"/> Newspaper <input type="checkbox"/> T.V. <input type="checkbox"/> Radio <input type="checkbox"/> Email <input type="checkbox"/> Flyer, Brochure, etc. <input type="checkbox"/> Social Media—Facebook, Twitter, Craigslist, You Tube etc. <input type="checkbox"/> Other _____	
How would you rate the overall information presented at this workshop?	
<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	
How familiar were you with the California Transportation Plan prior to this workshop?	
<input type="checkbox"/> Very Familiar <input type="checkbox"/> I've heard of it <input type="checkbox"/> Never heard of it	
What is your primary mode of transportation?	
<input type="checkbox"/> Motor Vehicle <input type="checkbox"/> Bus <input type="checkbox"/> Rail <input type="checkbox"/> Bike <input type="checkbox"/> Walk <input type="checkbox"/> Other _____	
What is the most important factor you consider when selecting how to travel?	
<input type="checkbox"/> Safety <input type="checkbox"/> Travel Time <input type="checkbox"/> Comfort <input type="checkbox"/> Health <input type="checkbox"/> Reliability <input type="checkbox"/> Other _____	
	Over 
What transportation issues are you particularly concerned about or would like to see addressed?	
_____ _____ _____ _____	
Do you have any comments on the information presented at this workshop?	
_____ _____ _____ _____	
How can we improve outreach to ensure transportation decisions reflect community values and interest?	
_____ _____ _____ _____	
Please place in the comment box. Thank you!	

APPENDIX G | TITLE VI SURVEY



Workshop Location: _____ Date: _____

Voluntary Information

Whom are you representing?

(1) Minority population/organization

- Asian
- American Indian
- Black
- Hispanic
- Native Hawaiian/other Pacific Islander
- Other: _____

(3) Persons with disabilities

- Yes
- No

(4) Elder Population

- Yes
- No

(2) Low-income population

- Yes
- No

Please provide the following information about yourself.

Your home ZIP code: _____

Sex

- Female
- Male

Age

- 1 – 21
- 22 – 40

- 41 – 65
- Over 65

Disability

- Yes
- No

Ethnicity

- American Indian
- Asian
- Black
- Hispanic
- White
- Native Hawaiian/other Pacific Islander
- Other: _____

First Language

- Chinese dialect
- English
- Russian
- Spanish
- Vietnamese
- Other: _____

Second Language

- Chinese dialect
- English
- Russian
- Spanish
- Vietnamese
- Other: _____

Income

- \$0 - \$12,000
- \$12,000 - \$24,000
- \$24,000 - \$36,000
- \$36,000 - \$48,000
- \$48,000 - \$60,000
- Over \$60,000

Submission of this information is voluntary. This form is a public document that Caltrans will use to monitor its



APPENDIX H | SPREADSHEET OF COMMENT CARD DATA

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/10/2015	Sacramento	Better accessibility for public transit, i.e., better planned stations; less HOV and fuel economy focus and better efficiency of systems	I don't think most people really care or understand about GHG especially in MMT. I think more important factors are cleanliness, reliability and viable options for travel	Go to local levels and show how the state level connects with their local systems and improves their quality of life. To them 40 mpg vs. 52 mpg means nothing rather than if BART strikes, what are my options for getting to school/work.
3/10/2015	Sacramento	Incorporating bicycle facilities in all Caltrans Projects. Utilize Complete Intersections guidebook in freeway/ramp/overpass Projects	Information and conversation good. Would like more information on next ATP cycle.	Add an outreach component when draft is available to receive feedback on final implementation strategies.
3/10/2015	Sacramento	More connectivity via better sidewalks. Nevada City has too many non ADA sidewalks - very unsafe; Make portions of highway available for trails	I'd like to see more detail about how to achieve the GHG goals	Insist that local transportation department present an annual "State of Transportation" public meeting. Currently there is low visibility.
3/10/2015	Sacramento	How urban areas and rural areas will be addressed according to this plan	Great, knowledgeable presenters	Have presentations specify to groups that are adversely affected by this plan.
3/10/2015	Sacramento	Along Highway 49 above Auburn, you need a trail of some sort. People walk there and can get hurt.	Some were unclear and excluded rural areas in general. I liked the tabs idea.	Think about the disabled. ADA rules and regulations. Maybe improve the Nevada County bus systems with more money. They need to get people further away and more convenient, and cheaper
3/10/2015	Sacramento	Limited rural funding - Divide between what metro areas get. County transit systems do not connect to other counties or Amtrak	I appreciate the information but what is it going to amount to. Be more interesting to see where the funding is going, how it is being used. Need funding for behavior change.	More workshops in rural areas.
3/10/2015	Sacramento	Transportation and Land Use	(Blank)	(Blank)
3/10/2015	Sacramento	So much funding is going to highway expansions (lane miles) and far too little to other modes	(Blank)	Workshop location in a low income community. North Natomas is not typical of this region.
3/10/2015	Sacramento	Provide equity to low income groups. None were in attendance.	Excellent job!	(Blank)
3/10/2015	Sacramento	Focusing on alternative modes of transportation, especially active modes, and developing the appropriate infrastructure so that automobiles aren't the only viable option.	More details about the plan would have helped. The [actions?] at each station seemed awfully broad.	(Blank)

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/10/2015	Sacramento	Congestions	N/A	Public Meeting
3/10/2015	Sacramento	Mainly the safety issues since most of fatalities occur on freeways	No Comments	By increasing workshops and influencing others to attend them
3/10/2015	Sacramento	Traffic congestion, road conditions e.g., flooding, pavement cracking, hazards	The workshop was very educational. I enjoyed my time here	Radio, or school presentations
3/10/2015	Sacramento	Road diets and regional connectivity; Expansion of transit stations and frequency	Nope, pretty good!	Advertise on radio; within community
3/10/2015	Sacramento	Traffic Collision Location, Good mapping tools	(Blank)	(Blank)
3/10/2015	Sacramento	Safety, active transportation, reduce congestion	Looking forward to the finished product	I like this format. Great way to collect public comment.
3/10/2015	Sacramento	Congested's commute time	N/A	Have more workshop for public
3/10/2015	Sacramento	Sustainable design, practices, green infrastructure	(Blank)	(Blank)
3/10/2015	Sacramento	increasing transit options and performance; integrating/drawing freight impacts on communities	Nice format; learned some things	Their stakeholder organizations.
3/10/2015	Sacramento	Good data to analyze issues	N/A - good information	N/A - providing workshops is a good tool to communicate to the community.
3/12/2015	Redding	We need to invest more in non-emission transportation on state level; We need to concentrate on complete streets at local level	All presenters were VERY friendly	Caltrans employees on local groups and task forces.
3/12/2015	Redding	More funding for active transportation and transit. More local flexibility for use of funds for these purposes	I liked the table format to provide input. Quick and easy. Thanks!	Use social media! Promote with Facebook advertising to get the word out
3/12/2015	Redding	More opportunities for safe multi-modal travel	Nice to see Caltrans focus on all forms of transportation and not just cars	Connect with leaders in the community to help get word out to a variety of people.
3/12/2015	Redding	Increasing funding for active transportation; Strategies that move goods more efficiently; Interregional planning and cooperation; Multimodal planning; Match mode funding to mode goals	Great setup!	Do this at our Farmer's Market; For the general population, it might be better to narrow the scope of policies, recommendations, etc. to choose from (vote for).

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/12/2015	Redding	Separated bike multimodal paths from fast moving Motor Vehicle traffic; Caltrans leading the way -> Cities to follow in this direction. I like this new direction with emphasis on multimodal, etc.	(Blank)	Attend existing events and do 'pop-up' workshops/displays
3/12/2015	Redding	Greenhouse gas pollution	(Blank)	Tribal involvement
3/12/2015	Redding	Connectivity between Rail and Bus SRT (wrote SACOG) light rail to bus such as Bus 93 connectivity issue also Amtrak station is a bit of a distance to SRT Light Rail (use to reside in Carmichael CA)	(Blank)	(Blank)
3/12/2015	Redding	Bus Service lacks connectivity – Dunsmuir Amtrak (Bus) does not connect to Redding But Shasta City, Yreka, and Weed connect to Redding via Shasta Transit Provider	(Blank)	(Blank)
3/12/2015	Redding	Modoc County – interregional transportation making connections to Redding 3 days a week originates in Klamath Falls, Oregon (through a local sponsored bus).	(Blank)	(Blank)
3/12/2015	Redding	The Trinity bus from Redding goes to Trinity twice a week We really need access, connectivity, and convenience	(Blank)	(Blank)
3/17/2015	San Diego	Concerned about another 10-12 M people moving into the state and Caltrans' plan not addressing the need for capacity expansion of the highway system - "Fix it First" should not be "Fix-it only" - multimodal solutions are important but should not be the only options considered	Overall, good basic overview information was provided - some more detailed answers were not available	This is always difficult - Caltrans seems to do a pretty good job sending out notices/ads to try to get the word out.
3/17/2015	San Diego	Reduction in GHG emission to a level which stabilizes climate change; transportation justice and economic equity	Some of the choices had conflicting information; it would be helpful to provide some more background information - current, such as current mode share and GHG emissions.	Provide more information as to what is going on (economical and health impacts due to poor transportation system) - Address many of these and old transportation strategies such as - drivers pay their own way (Not!) or that we should use LOL as way to justify more roadways

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/17/2015	San Diego	Sidewalks so children/disabled do not have to travel/ e-cars in streets. Been requesting for past 20 years + = nothing, yet integrally necessary to facilitate more walking	Want people to walk more? Start with the foundations basics (completely overlooked this presentation) safe sidewalks in our neighborhoods	Start with completing incomplete sidewalks in all Californian communities - build from the ground floor up *No Past Lessons* This plan is futuristic but not grounded in reality when missing our sidewalks
3/17/2015	San Diego	Sustainable funding; draft plan doesn't seem to comprehensively address - strategy especially seem weak.	(Blank)	(Blank)
3/17/2015	San Diego	Demographics of Transportation (Aging out of driving, new generation of non-drivers). Are we building infrastructure that's redundant?	Great information, knowledgeable professionals	Follow social media: Use Twitter (monitor hash tag) for individuals interested in transportation; [Twitter information]
3/17/2015	San Diego	Active transportation choices - bicycling	Overwhelming. I will study up.	(Blank)
3/17/2015	San Diego	Active transportation	N/A	Go through the school to reach parents
3/17/2015	San Diego	GHG Reduction targets, CARB Scoping Plan that adapts the transportation system to reduce impacts from climate change. Provide viable and equitable multimodal choices including transportation	Look at outdated policies and practices that prevent decision policy maker from making better choices that don't serve the general population; support more transit - less highway - plan for best practices; long term cleaner projects and improved quality of life	Make better choices in selecting outreach firms. Look for culturally competent firms that interact and communicate well with underserved communities. Adhere to policy that [comment was unfinished]
3/17/2015	San Diego	I would like to see more of a discussion of social equity in the planning process. Transportation is such a vital issue for everyone, rich or poor. We need to make sure our transportation system works and is equitable for those in disadvantaged communities, who for a long time have taken the brunt of impacts from our transportation system (air quality, noise, quality of life, etc.)	(Blank)	Make sure the word gets out and emphasize the real-world impacts of the decisions being made in this process!
3/17/2015	San Diego	I would like the plan to include an analysis of how High Speed Rail would relieve traffic congestion for air and roadway travel	It was great information and I am better informed after being here	Can't think of any recommendations.

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/17/2015	San Diego	Older driver safety --> #2 fatality of accidental death	1) Voting is engaging but little stock can be placed on the tabulated outcome due to voter ignorance - being unread. 2) Need picture of SD Bay Bridge in SD not the Golden Gate. (Blank)	Presentations at every city council
3/17/2015	San Diego	1) The model of "LOS" - how will SB 743 be implemented regarding quality of life, mobility, and other areas. Are they being considered? How are pedestrians and bikes being measured without "LOS"; 2) Criticism from SSI Report - Caltrans as a "consultant" for local MPO - how does this support the CTP 2040 goals or policy; how is it consistent? Seems counterproductive to the CT vision. What are the enforcement mechanisms?; 3) CT is using 2050 GHG goal. but in San Diego the Regional MPO will not use it - only going to 2025. Will Caltrans provide recommendations and guidance across the board? A big difference between using population numbers versus percentage by county. Trend is population is moving towards urban areas: <ul style="list-style-type: none"> • SANDAG study shows changes in behavior • Growth – overestimates for Fresno, Kern, and Madera Counties • Cultural behaviors - millennials are driving less • Does transportation spur land use growth? Factors Regional Demographics, Culture, and Job Growth <ul style="list-style-type: none"> • Your map additional information is required • The map's range needs improvement. 	(Blank)	(Blank)
3/17/2015	San Diego		(Blank)	(Blank)

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/17/2015	San Diego	Caltrans needs to IMPROVE COORDINATION efforts, which could greatly reduce project costs and road user frustration. For example, paving the road once and not having to redo the project due to not all stakeholders were at the table, such as utility companies (relocation), tribes (de- and acceleration lane), regional and local stakeholders (community identity, equity, economy, environment). The senior aging population, the Generation X'ers who will be the soon-to-be seniors and the Millennials are looking for more available transit options.	(Blank)	(Blank)
3/17/2015	San Diego	The senior aging population, the Generation X'ers who will be the soon-to-be seniors and the Millennials are looking for more available transit options.	(Blank)	(Blank)
3/17/2015	San Diego	1) Singling lane HOVs are ineffective; 2) South County hasn't gotten sufficient resources to handle newly increased border crossing. Caltrans empowers SANDAG too much, SANDAG is controlled by North County; 3) Equity analyses need to be prioritized. Both up-front costs and secondary costs (e.g., health and asthma). San Ysidro has trucks and buses idling, rail corridor, and border emissions.	(Blank)	(Blank)
3/18/2015	Riverside	More accessible ramps at intersections for the visually impaired (more sidewalks in residential areas)	Are the maps accessible for the visually impaired on the Caltrans website (speech programs such as laws for the visually impaired)	More accessible intersections for the visually impaired
3/18/2015	Riverside	The implications associated with SCS and transportation funding	Good information	Send information to the local agencies directly
3/18/2015	Riverside	More funding; reduce congestion	(Blank)	(Blank)
3/18/2015	Riverside	Multimodal linkages in the inland empire; Long term funding particularly with regards to maintenance; Update the plan does w/ RCTC and SANBAGS 10 yr plans	(Blank)	(Blank)
3/18/2015	Riverside	Redistribution of funding to desired modeshare	(Blank)	Start with making it part of civics discussions

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/18/2015	Riverside	Better accommodation for bikes and pedestrians (SHC sec. 887.8); DMU/EMU integration with rail operations	Information was good and informative about future plans and needs; explained a lot of information	Integrate information into venues where the community frequents
3/18/2015	Riverside	I would like to see more destinations in close proximity so that I can walk or bike	Very informative	Advertise the meeting in a more cohesive and strategic way
3/18/2015	Riverside	A metrolink stop is needed at Highgrove next to the BNSF main line on property already owned by the Riverside County Transportation Commission using their excess property for a parking lot that is not needed for the Perris Valley Line	Please refer to printed material left with Rich and Dennis. Also refer to Metrolink information on website: www.highgrovehappenings.net	Look at "supporting docs", "8 years of comments," map, and other information on above mentioned website. The Highgrove metrolink station is supported by state donors Stone & Marrell, Congressman Takano, City of Grand Terrace, City of Loma Linda, and residents on both sides of the Riverside/San Bernardino County [Commenter's Name] [phone number]
3/18/2015	Riverside	Low income communities and areas like the inland empire have huge challenges when it comes to equity in access to reliable functional public transportation. Especially communities of color!	It's a lot of "government" legal-ese. Needs to gather "true" public comment from disenfranchised populations who may not speak "Caltrans" lingo or be intimidated by bureaucratic agency.	Go to San Bernardino and other Known areas where public transport is very low access and large geographic boundary to cover. Also to communities where environmental impact is more critical and disproportionately affecting certain communities. Mainly [ethnic minorities]
3/18/2015	Riverside	I would like to see a bigger focus on GHGs and how much gets put into the air because of transportation. Also need more community input, specifically from the lower income community	I think we also need to be able to speak to an audience on public comment, not just note-cards.	Bring into low-income communities that get affected by pollution/GHG from transportation
3/18/2015	Riverside	Congestions in the 91 freeway. It was briefly addressed, yet the project is still long time away from now, so we need to act fast!	I like that the state is taking part to inform the public about their project, nonetheless I think most people ignore the magnitude of the issue.	Use resources at mass media communication, billboards, radio, TV, etc. This is extremely important, CA is the most, I think, populated of all states.
3/18/2015	Riverside	Access for visually impaired and in general disabled individuals.	(Blank)	(Blank)

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/18/2015	Riverside	Calculate change in population, jobs, residences this map would be more helpful for percentage in urban counties and actual numbers in rural counties.	(Blank)	(Blank)
3/19/2015	Los Angeles	Expansion, enhancement and access to regional call I and IV (cycle tracks). Convert existing flood control channels into multi-purpose community greenways (e.g., rivers, creeks, washes)	(Blank)	Host these workshops in communities that reflect the diversity of our regions.
3/19/2015	Los Angeles	Funding opportunities for smaller cities because they tend to get left behind. I'm with the City of Artesia (1.6 square miles q/ population of <17,000 people).	Good information presented. Some area/station didn't have the technical ability to answer some of the technical questions (mine or others that I heard)	Transparency, communication and outreach to cities and smaller communities
3/19/2015	Los Angeles	More focus on integrating transportation and land use. Safety needs to be brought to the forefront	Staff did an excellent job. You could have used a bigger venue to spread this out	Directly outreach to local elected. Engage all MPOs
3/19/2015	Los Angeles	Green construction; increase in active transportation (bike, bus, walk, rail); public input on policy development and integration; reduction of GHG emissions; supporting plans that increase public health/reduce pollution rather than add to the burden	Nice way to present the information	I only knew about this because of google alerts - have staff reach out to municipalities, EJ communities, non-profits, etc.
3/19/2015	Los Angeles	GHG emissions. Safety for all roadway users	Alternative 1-3 GHG analysis should show cumulative GHG emissions, before 2050 as cumulative emissions are what impacts climate change.	(Blank)
3/19/2015	Los Angeles	(Blank)	Under Alternatives 1 and 2, why do GHG emissions increase between 2040 and 2050? Does this have to do with the horizons years of the RTP/SCS's?	(Blank)

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/19/2015	Los Angeles	More options throughout LA for public transit (reliable transit - LRT, preferably)	I'm concerned the modeling didn't take into account roadway capacity enhancing projects (b/c increased VMT) when realistically these are still going to occur. How can the State/Caltrans discourage these projects? Is money being tied to the plan to motivate change?	(Blank)
3/19/2015	Los Angeles	Active transportation. We need to make our cities and rural areas more bicycle and pedestrian-friendly	We should emphasize 1 mile/last mile and improvements to interregional transit	More graphic aids. Visuals - use more. Graphics use is good and is helpful. TED-type talks on CTP and make available on-line
3/19/2015	Los Angeles	Road pricing/parking pricing/true cost accounting; Get serious about walking- This is the key opportunity to improve our cities and economy; Build protected bike lanes on all major urban streets, real traffic calming on neighborhood streets	Like draft VMT reduction strategies (in general); --> "Doubled Bike and walk shares": Be Bolder! Increase focus on safety - Ped legal protections, Driver's Ed, Speeding enforcement, vision zero.	Specify "drop-in Format" so people aren't scared off by 3-hr session
3/19/2015	Los Angeles	1) Implement a citywide subway/LRT systems in Los Angeles; 2) Convert many bus lines to electric trolleybus (ETB) lines; 3) Overhaul sidewalks - to provide decorative pavement (Pedestrian-friendly), 4) Implement a citywide and regional bicycle network (Class I and Class II lanes)	More specific information needs to be provided - as far as timelines, funding sources, specific projects, specific cities, etc.	Thank you! :)
3/19/2015	Los Angeles	State of good repair and climate change adaptations and resiliency: as populations rise and resource availability decreases, how will transit agencies preemptively maintain existing systems while further reducing environmental footprint of entire system?	Very helpful, representatives. Were approachable and friendly, information was presented in very engaging way.	Newsletter and outreach to specific interested parties
3/19/2015	Los Angeles	Active transportation, especially for schoolchildren (safe routes to school) I would like to see more money directed to the ATP and greater flexibility in other programs to increase walking and bicycling	It's pretty comprehensive. I like the stations and that staff are available to talk about the plan and answer questions	Go to community centers, churches, libraries and other places where people are in their leisure time. Many low-income and minority groups don't come to these meetings because they are inconvenient or they don't know about them.

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/19/2015	Los Angeles	<p>What is Caltrans doing to maintain the infrastructure in a good state of repair to the increase populations and ridership? Preemptive or proactive approach</p> <p>What can we do (as an agency) to take preventative measures and resources to address environmental influences and changes...how can we take advantage for preventative strategies to maintain resource levels to be prepared for climate change, adaptation, and recovery/resiliency? An Example: Central Valley – Kern County drought and water resource impacts, many wells have run dry and require water delivery.</p>	(Blank)	(Blank)
3/19/2015	Los Angeles	<p>I would approve of free bus transportation inside cities and subsidized bus tickets between communities. Ticket costs should not reflect transport costs because there are externalities involved. Do <u>not</u> try to do away with cars - people need the freedom to drive - but <u>do</u> encourage car tech that includes optional auto-drive and definitely non-internal combustion engines.</p>	(Blank)	(Blank)
3/24/2015	Fresno	<p>In any street, road, or highway project include pedestrian and bicycle accommodations from the very beginning of the project study review, project design. For freeways where bicycles will be prohibited provide a good alternate route or a separate facility</p>	(Blank)	(Blank)
3/24/2015	Fresno	<p>As much interest as there is in health, I'm not sure there is enough integrated in all goals and strategies</p>	<p>I think the presenters were well informed on the basics of the plan, which was great for me given that I wasn't familiar with the plan.</p>	<p>A (video) documentary on the issue, with some of the basics.</p>
3/24/2015	Fresno	<p>Need to change mindset of auto-fanatics to accept and respect other travel modes; Use taxis, Uber, etc., carpooling, local jitneys to supplement standard bus transit; Need funding for transit (but not to inflate bank accounts of ATU)</p>	<p>I was pleased with content and intelligence behind this version of the CTP. Presenters were knowledgeable, patient, and articulate</p>	<p>Perhaps advertising through churches would allow you to reach low-income people.</p>

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/26/2015	Oakland	Bike/ped projects tend to get less attention simply because they are lower cost and require less coordination re: capital and planning. This is backwards as to how projects should be prioritized. Caltrans needs to get out of the way of local jurisdictions that want to implement progressive bike/ped projects on Caltrans right of way but within city limits.	Delay to vehicles needs to be deprioritized when evaluating projects. In congested areas street space is a zero sum game and increased efficiency for cars only leads to more induced trips anyway. Transit-only, protected bikeways, and increased ped. Space should take priority and not be shut down due to delay concerns only.	Less jargon and acronyms. Less repetition between boards - how do the goals and recommendations and opportunities items differ?
3/26/2015	Oakland	I want to see how highway bus rapid transit like the Silver Line in LA MTA can be implemented in underserved corridors, like I-680 from San Jose to Pleasant Hill, or I-405 from Sylmar to Irvine.	(Blank)	(Blank)
3/26/2015	Oakland	I would like to see more direct engagement around personal responsibility and the personal use of fossil fuel around transportation choices. Particularly around lowering one's personal GHG impact.	(Blank)	(Blank)
3/26/2015	Oakland	1) GHG emissions; 2) Active transportation; 3) public health	pretty good	Would like to see more community organizations and advocacy organizations.
3/26/2015	Oakland	Cutting GHGs	See attached [350 Bay Area comment letter]	more media coverage about 80% GHG goal/plans
3/26/2015	Oakland	I am concerned with how little stress is put on the general public (or at least is digested by the public) to carpool, use public transportation, and generally cut down on fuel emissions.	I feel hopeful that there is a chance to do something about the devastating climate change we are currently enduring. I hope this is a seed that will sprout!	People need to start listening. Maybe work with other groups that are working at the same goal but from different angles.
3/26/2015	Oakland	Hi Speed Rail seems a good, long overdue, but futuristic consideration - small energy efficient jitneys or similar flexible and frequent systems are necessary alternatives to move people	Some presenters were excellent at parsing minutia. More people who can articulate specifics about plans would be helpful.	Local presentations to targeted groups - city councils, environmental groups, etc.

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/26/2015	Oakland	Set a good mode share and tie funding to the goal	Caltrans touches on housing, but not homelessness. Since California has more homeless people than any other state, and many people can only (temporarily) be safe on Caltrans land, it's essential Caltrans begins to adopt measures to give people homes.	Fund door-to-door outreach in communities (especially low-income communities) with transportation plans BEFORE finalizing the project. Hold public workshops on weekend, not weekdays during work. Work through the pre-built organized community structure.
3/26/2015	Oakland	Interaction between land use and transportation investments = feedback loop: Multimodal transportation funding; Leveraging private investments (e.g., freight rail) to reduce VMT	Overall - more emphasis on what choices exist for this plan - What are the options? More on how freight rail, airlines, ships can complement publicly owned highways	Give out more money! And require more feedback from grantees
3/26/2015	Oakland	GHG reduction to 2050. Each CMA or RTPA should be encouraged to show how their plans fit the 2050 curve. That happens to VMT of GHG with new HOT lanes?	(Blank)	(Blank)
3/26/2015	Oakland	1) Fencing and grade separating High Speed Rail; 2) Connectivity: an intermodal transfer station in Oakland, where BART passes over UP/Capital Corridor/San Joaquin (I-880 at 7th St); 3) BART over the Altamont-to-I-580/to Lodi; Alameda County	The draft plan I reviewed on internet is unduly long and complex. I'm very concerned with HSR on Caltrans. It's neither safe nor reliable, per title of Prop 6(2008). An alternative is so very feasible!	Give public earlier access to decisions and the analysis.
3/26/2015	Oakland	Schedules - decrease waiting time; Increase ease of trans to hard to reach areas of county or other counties; Greenhouse gases big issues; Transport of extremely hazardous materials	Interesting - well-presented - food for thought	Difficult question - hard to reach certain populations to stimulate interest.
3/26/2015	Oakland	Reduce greenhouse gas emissions through both improved transportation AND land use; Culture reform to follow the State policy reform; Align funding with State goals	Instead of modeling "Objective," model "Policies" and actionable strategies; Better relate the recommendations to the Alternatives Analysis. Make recommendations specific and actionable.	Reach out to Urban Planning schools (i.e., Berkeley); Provide translations/translator; Hold workshops at local schools
3/26/2015	Oakland	More funding for para-transit. Elderly and disabled	Great job	Web base, Work with local transportation groups
3/26/2015	Oakland	Increased support for transit, intercity rail and biked infrastructure. No new roads!	It was good	Have more meetings about this. One meeting on a Thursday in Oakland is pretty paltry.

Date	Workshop Location	Comment: Primary Transportation Issues	Comment: Workshop Presentation	Comment: Outreach
3/26/2015	Oakland	GHG Emissions; mode shift	See forthcoming letter	I think that is unrealistic. GHG emission reductions are inherently top-down.
3/26/2015	Oakland	Strongly urge greater connectivity between BART and other rail in Oakland. "An intermodal transfer station in Oakland where BART crosses over the UP track (I-880 at 7th Street) used by Capitol Corridor, San Joaquin, and Amtrak passenger trains." 16 BART trains per hour would reach four BART/muni downtown stations in six to ten minutes, and continue on to service the Peninsula. 4 BART trains per hour would reach out to each of four lines serving the East Bay, and soon (within a few years) to San Jose, the largest city in Northern California.	(Blank)	(Blank)
3/26/2015	Oakland	Sea Level Rise (NOAA/USGS) Brownfield Flooding and contaminants transport beyond the previous containment areas in potential SLR scenarios. How is Caltrans prepared to deal with SLR and similar impacts in Orange, Del Norte, Humboldt, and Bay Area counties? Are you mapping these?	(Blank)	(Blank)
3/26/2015	Oakland	We need an intermodal transfer station in Oakland (Capitol Corridor – to Downtown Oakland and to San Francisco)	(Blank)	(Blank)