



# California Freight Mobility Plan

## Final

# FOCUS GROUP SUMMARY REPORT

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## Introduction

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The State of California Department of Transportation (Caltrans), Office of System, Freight and Rail Planning, Freight Planning Branch is in the process of preparing the California Freight Mobility Plan (CFMP). The CFMP is a comprehensive, long-range planning document encouraged by the federal transportation law, "Moving Ahead for Progress in the 21<sup>st</sup> Century" [(MAP-21), Public Law 112-141].

One of the major components of the planning process being used to help inform the development of the California Freight Mobility Plan is receiving comment and input from four focus groups conducted in different regions of the State:

- San Francisco Bay Area
- San Joaquin Valley
- Southern California: Los Angeles and the Inland Empire (San Bernardino)

This public opinion research is one component of a broader public engagement and input-gathering effort on the part of Caltrans. Results of the focus groups will help Caltrans identify significant freight system, environmental, and health issues of concern to communities near major freight corridors and intermodal facilities to be addressed in the CFMP. Input received from attendees at the focus groups will be used to inform the Freight Advisory Committee (FAC) and in the development of the CFMP.

A range of between 4 and 13 participants were present at each of the focus group sessions. Exhibit A provides a listing of the number of participants by participating agency. A range of between 24 and 366 potential stakeholder agency representatives were identified for the focus group sessions. Of the range of stakeholders referenced above, between 24 to 108 stakeholders listed for each focus group were actually contacted either by email or telephone to recruit potential participants. During each session, the VRPA Team delivered a PowerPoint slide presentation, which included a set of questions. The questions consisted of both multiple choice (polling) and open-ended discussion questions. Participants were able to provide input on the polling questions by utilizing a technology that provided each participant with a clicker with buttons that represented each of the answer choices. Responses were immediately recorded and displayed on the PowerPoint slides so participants and the VRPA Team could observe the results, which helped facilitate further discussion on each topic.

Focus groups provide a method to conduct "qualitative research". While phone surveys or other quantitative research methods use much larger sample size populations, focus groups emphasize the language, perceptions, and attitudes that can help Caltrans better understand

why community advocacy groups and other organizations (stakeholders) think the way they do, and what criteria they use to form their opinions. While the findings highlighted in this Summary Report shed light and add depth to public opinion research on community attitudes, the findings from focus groups cannot be projected or attributed to all similar stakeholders in each of the regions/sub-regions where focus groups were held.

The Planning Public Engagement Contract (PPEC) was used to plan for and conduct focus group outreach activities. VRPA Technologies, Inc. (VRPA) and its subconsultant team were contracted to do outreach activity by Caltrans.

## Expected Outcomes

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The following expected outcomes were prepared to ensure that the focus groups furthered the CFMP outreach process:

- Improve and increase Caltrans' understanding of freight transportation community concerns, issues, and impacts from freight transportation;
- Improve relationships with community groups through continued involvement throughout the CFMP development process; and,
- Ability to supply a more accurate and complete list of freight transportation impacts on communities during development of the CFMP.

## Summary of Findings

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The polling and discussion questions posed at each of the four focus group sessions covered a wide variety of topics related to freight mobility. Participants were asked to provide their opinions regarding Caltrans' role, the public's role, public outreach, benefits, impacts, critical issues, and suggestions for improvement. The sessions produced several common themes among all focus group participants including the following:

- Focus group respondents agreed that outreach to the public is difficult, but it is essential to the planning process. There needs to be more collaboration between and among elected officials, government agencies, the freight industry, and the public.
- Effective public outreach throughout the State requires coordination with environmental justice representatives. This would entail a grassroots and targeted approach involving environmental justice organizations working with Caltrans, regional, and local agencies to inform and educate underrepresented communities about freight planning issues and solutions. Since respondents felt that environmental justice communities were most impacted by freight activities, it is essential that they be targeted in outreach efforts utilizing methods with the highest chance of success.
- The respondents offered some suggestions to improving outreach with the public, and especially the underrepresented communities. They recommended that planning

documents be prepared in a language that is short and to the point, and easily understood by the general public and environmental justice communities. The documents also need to be made easily accessible. Some respondents indicated that radio is the primary source of information to environmental justice communities and should be utilized in outreach efforts. While placing materials on the Caltrans website was also considered a favorable idea, respondents agreed that the website should be enhanced to include more information, and that the information provided should be made easier to understand.

- Many focus group respondents mentioned the need for “green” technologies. Along with the requirements of Senate Bill (SB) 375, “green” techniques and solutions should be considered in the CFMP to address current and future freight impacts. The freight industry should consider new technologies and strategies to reduce impacts, specifically to environmental justice communities.
- Focus group respondents identified various impacts of the freight system, which include health, noise, air quality, traffic congestion, ground vibration, degradation to pavement, and diversion of resources and energy. All respondents agreed that communities and neighborhoods adjacent to freight facilities were most impacted, which typically include underrepresented groups and environmental justice communities.
- The freight impact that respondents were most concerned about was health. Although long-term impacts such as environmental risks and health effects are difficult to determine, respondents felt that short- and long-term health goals should be developed and included in the CFMP, to be implemented over time. Caltrans also needs to consider population growth and assess the risks of goods movement on future populations.
- Several respondents suggested the need to provide a cost/benefit analysis in the CFMP. They felt the cost/benefit analysis should be conducted as a part of the planning process to determine those modes and mobility improvements that would reduce health costs and enhance a healthy well-being.

## **Focus Group Locations and Schedule**

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The VRPA Technologies, Inc. (VRPA) Team, under contract with Caltrans Office of Community Planning, conducted four focus group sessions in June 2013. The four focus group sessions were held as follows:

- June 4, 2013 - San Joaquin Valley Session in Fresno at AIS Market Research office located at 1320 E. Shaw Avenue, Suite 155, and held between 12:00 PM and 3:00 PM
- June 13, 2013 - Los Angeles Area Session in downtown Los Angeles at the main offices of the Southern California Association of Governments (SCAG) located at 818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor, and held between 10:00 AM and 1:00 PM

- June 26, 2013 – San Francisco Bay Area Session in downtown Oakland at the Elihu M. Harris State Office Building located at 1515 Clay Street, Room 12, and held between 1:00 PM and 4:00 PM
- June 27, 2013 – Inland Empire Session in San Bernardino, California at the San Bernardino Associated Governments (SANBAG)/Southern California Association of Governments (SCAG) offices located at 1170 West 3rd Street, Suite 140, and held between 12:30 PM and 3:30 PM

## **Summary of CFMP Focus Group Sessions**

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A detailed summary report of the focus group sessions has prepared and can be obtained on request by contacting the [Caltrans Office of System and Freight Planning](#).

## QUESTION 1



(31 responses) - A majority of respondents felt that Caltrans was responsible for freight planning and enforcement along with local agencies. During the focus group discussion, some respondents indicated they were not aware that Caltrans had a significant role in freight planning and thought it was mostly handled at the regional and local levels. It was agreed that Caltrans should work closely with other State departments to enhance freight movement planning and enforcement and not rely on local efforts alone. Some respondents suggested that local public officials should be more engrained in the freight planning and enforcement process.

## QUESTION 2



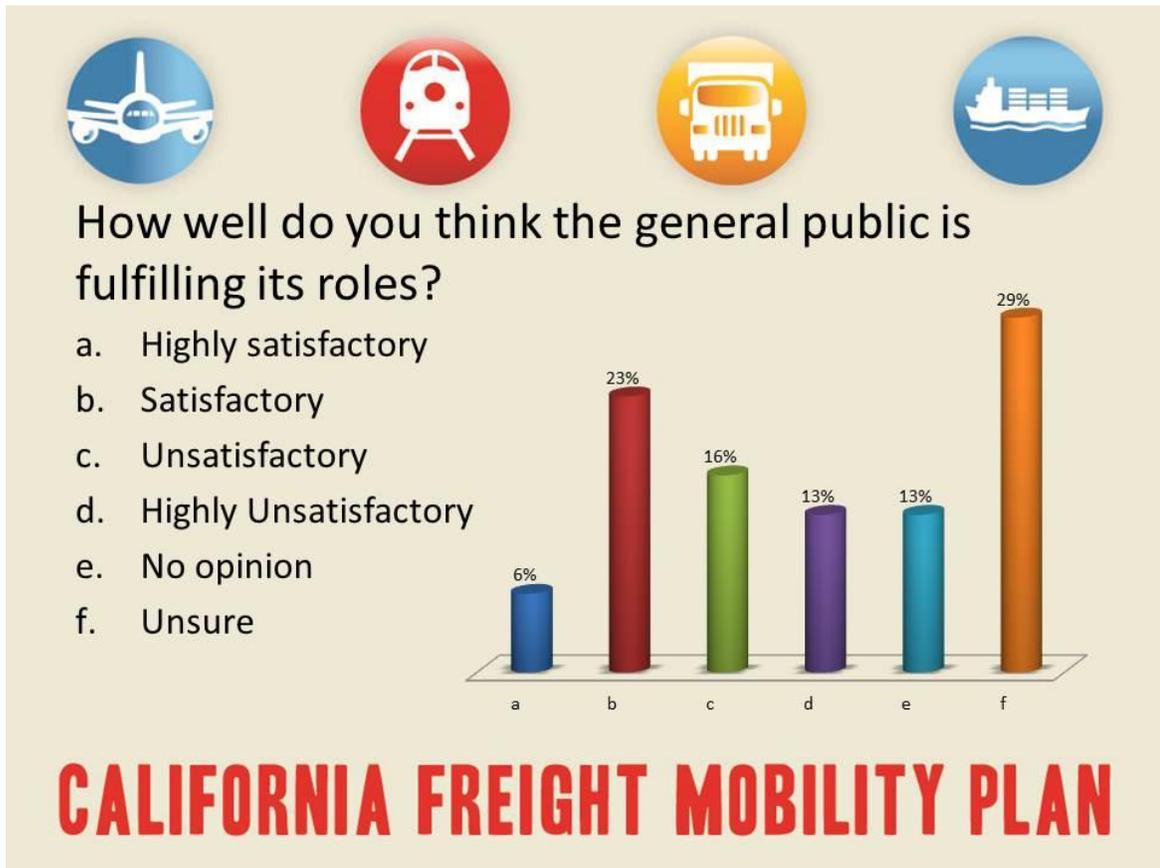
(31 responses) - Respondents were fairly split on whether the State is fulfilling its role in freight planning, with generally equal results indicating satisfactory and unsatisfactory answers. Respondents indicated there needed to be better/improved collaboration between the elected officials, the freight industry, and the general public. Most respondents agreed that there needs to be more public outreach, which could lead to better freight policy. Public outreach should also involve environmental justice (EJ) representatives on the California Freight Advisory Committee. Some respondents felt that the State does a good job of policy-making, but lacks in implementation and enforcement.

### QUESTION 3



(31 responses) - A majority of respondents believe the public should be involved in some, if not all, aspects of freight planning. They also agreed that the public needs to get more involved in the planning process before expansions or new freight facilities are approved and constructed. Organizations need to be involved so they can inform their constituents of planning activities that impact them. The group recognized that outreach to the public is difficult, but necessary. Effective EJ outreach, specifically in the San Joaquin Valley, requires a grassroots and targeted approach involving EJ agencies and organizations working with Caltrans, regional, and local agencies to inform and educate underrepresented communities and neighborhoods about freight planning issues and solutions. While public involvement may slow down the planning process, it will benefit in the long-run because of a higher public satisfaction and consensus.

## QUESTION 4



(31 responses) - Respondents' opinions varied on whether the general public is fulfilling its roles. Most respondents agreed that the public needs a better understanding of why local, State, and federal agency freight planning is needed and required and a stronger public outreach effort is essential. Planning documents need to be easily accessible, short and to the point, and understandable to the general public and EJ communities.

## QUESTION 5



(31 responses) - A majority of respondents indicated that they obtain information through websites and radio. Radio is the primary source of information to EJ communities. Respondents felt the Caltrans website should be enhanced to include more information that is easier to understand and utilize. Respondents also indicated that the following sources also provide information on freight issues:

- Google
- Information from refueling stations
- Newspapers
- Email distribution lists
- Freight magazines (Railway Age)
- Pacific Institute
- Airports
- Radio
- LISTSERV

One respondent recommended a central source of information needs to be created to identify upcoming meetings, workshops, and events related to transportation and other transportation-related issues.

## QUESTION 6



Who should be made aware of/educated about freight transportation issues?

**CALIFORNIA FREIGHT MOBILITY PLAN**

In general, respondents felt that everyone needed to be made more aware and educated about freight transportation issues. However, they felt that certain groups specifically needed increased awareness including:

- Regional and local agencies
- People who are most impacted such as those living in freight corridors
- Elected officials
- Schools

## QUESTION 7



Do you know somebody that is employed in the freight movement industry?

If so, what do they do?

**CALIFORNIA FREIGHT MOBILITY PLAN**

All respondents indicated they knew someone employed in the freight movement industry.

Respondents provided a variety of responses to the follow-up question regarding what the person they know does for a living. The most common responses included truck driver, Caltrans employee, longshoremen, air cargo, port workers, and railroad staff.

## QUESTION 8



What do you (or your organization) like best about the freight transportation system in your region?

**CALIFORNIA FREIGHT MOBILITY PLAN**

While a few respondents indicated they felt the freight transportation system did not have any positives, a majority of respondents believe the benefits of the freight industry include jobs and economic development. Goods movement systems provide employment opportunities, but jobs are often focused on warehousing versus other quality jobs. Some respondents stated that the freight transportation system provides flexibility between modes – seaports, trucks, and air freight, with good connectivity. Another noted benefit was access to and availability of products in stores.

## QUESTION 9



What do you (or your organization) least like about the freight transportation system in your region?

## **CALIFORNIA FREIGHT MOBILITY PLAN**

Most of the respondents agreed that the impacts of the freight systems include health, noise, air quality, traffic, vibration, pavement damage (on local streets), port, and rail. These impacts mostly affect EJ communities and families that live in adjacent communities and neighborhoods. Respondents suggested the need to conduct a cost/benefit analysis as part of the CFMP to determine those modes and improvements that address health concerns. The freight industry needs to take responsibility for the impacts they are causing in EJ communities and neighborhoods.

## QUESTION 10



What are the immediate freight impact issues of concern for you/your organization?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Not asked to the SJV focus group participants) - The overwhelming response to this question among respondents was in regards to health (asthma, obesity, and health in general). "Quality of life" issues are the major concern. Some respondents felt that EJ communities were the most negatively impacted by freight movement. One of the respondents requested the CFMP stress the need for a balance between impacts and how mitigation strategies are funded and applied to reduce impacts.

## QUESTION 11



What are the top three (3) freight impact issues of concern for you/your organization?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Asked to SJV focus group participants only) - Respondents identified safety, health, traffic congestion, social impacts as the major issues of concern. One respondent mentioned the requirements of Senate Bill (SB) 375 and that "green" technologies or solutions should be considered to address freight impacts and improvements as we grow into the future. Several comments were made that Caltrans needs to develop a long-range plan that promotes sustainable and clean freight systems.

## QUESTION 12



What are the long-term freight impact issues of concern for you/your organization?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Not asked to SJV focus group participants) - Respondents voiced similar concerns as referenced above in Question #11. They felt long-term impacts (environmental risks, health effects) cannot be predicted. They also felt that Caltrans needs to identify long-term financing to address growth and freight mobility impacts. Caltrans also needs to consider population growth and assess the risks of goods movement on future populations.

## QUESTION 13



What freight-related issues would be the most important to your organization over the next five-ten years?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Asked to SJV focus group participants only) - The respondents agreed that the CFMP should research and identify new technologies to enhance the efficiency of the existing and future freight systems.

QUESTION 14



(31 responses) - All focus group respondents indicated there were freight transportation activities that negatively affect them and/or those they represent. In addition to those already mentioned in responses above, some respondents felt the CFMP should address land use impacts and the siting of new freight facilities, in addition to the economic benefits of new facilities.

## QUESTION 15



If yes, what are they and where do they take place?

**CALIFORNIA FREIGHT MOBILITY PLAN**

Respondents indicated that the specific freight transportation activities that negatively affect them include diesel trucking, airport operations, and agriculture. The specific impacts include health, air quality, noise, pollution, lack of maintenance, and traffic congestion. Since these focus groups were conducted in different parts of the state, respondents indicated a variety of locations where they are impacted most. These include ports, freight rail yards, State Route 99 corridor, Arvin, Adams community in Fresno, and Kettleman City.

## QUESTION 16



Do port, airport, warehousing or distribution center activities positively or negatively impact your organization/community?  
If yes, how?

**CALIFORNIA FREIGHT MOBILITY PLAN**

The general consensus among focus group participants was that these both positively and negatively impacted the community. The positive impacts include jobs and employment. The negative impacts include noise, aesthetics, air quality, and health. Most respondents felt that EJ communities were more heavily impacted.

## QUESTION 17



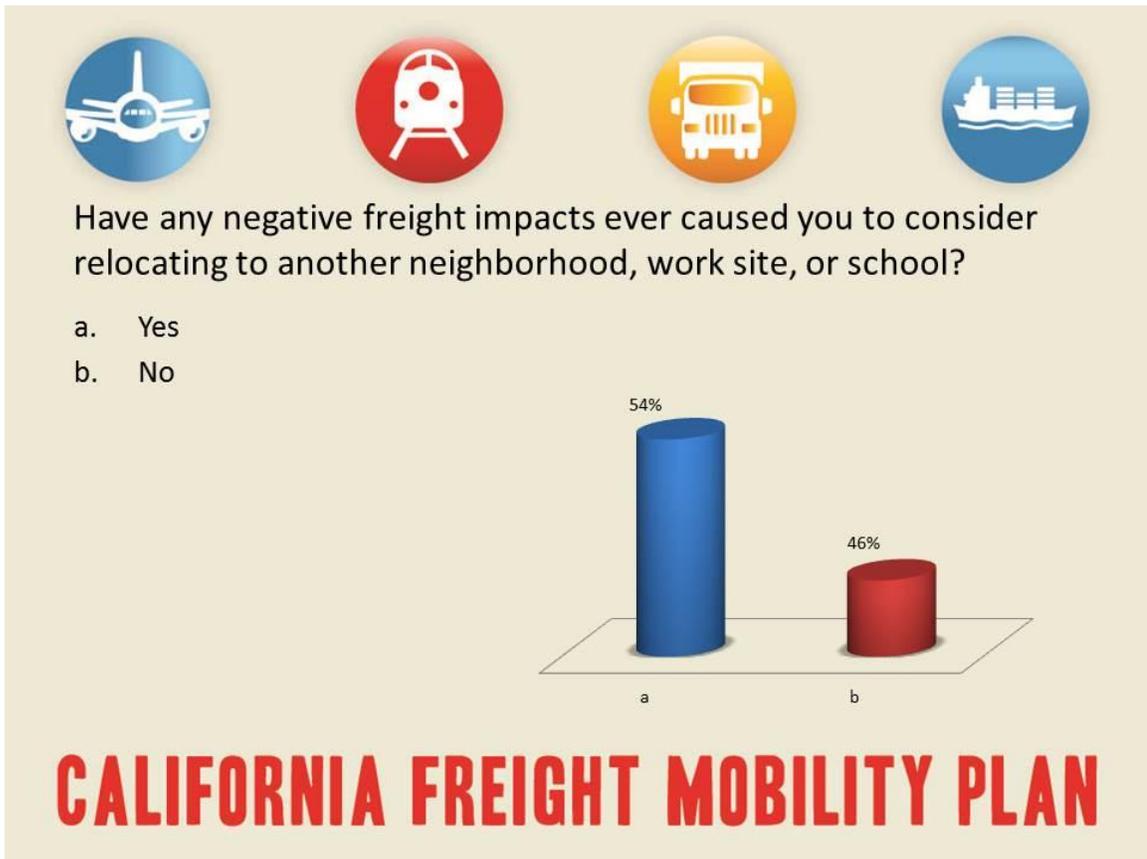
Does agriculture-related activity positively or negatively impact your organization/community?

If yes, how?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Asked to SJV focus group participants only) - The general consensus among participants was that they both positively and negatively impact the community. The positive impacts include jobs, the economy, carbon sequestration, and appropriate buffer between urban and other agricultural uses and activities. The negative impacts include traffic congestion, noise, pedestrian safety, pollution, dust, and health issues (asthma).

QUESTION 18



(13 responses) – (Asked to SJV focus group participants only)

## QUESTION 19



If yes, what measures could convince you to stay?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Asked to SJV focus group participants only) - A small majority of respondents indicated they had considered relocating. Measures that could convince them to stay include improved health practices, more and better jobs, reduced congestion, more green space, and better access to medical needs.

## QUESTION 20



From your perspective, what are the greatest unmet freight infrastructure needs?

**CALIFORNIA FREIGHT MOBILITY PLAN**

The most noted unmet needs include better land use planning near freight facilities, efficiency of the system versus health impacts, flexibility of various freight modes, safety issues, pursuing “green” technologies and infrastructure, collaboration with the public and EJ communities, and rail improvements.

## QUESTION 21



What do you think are the most critical activities or decisions that need to be made for the plan to be successful?

**CALIFORNIA FREIGHT MOBILITY PLAN**

Respondents provided numerous suggestions in response to this question. Some of the major suggestions were related to public outreach, funding, “green” technologies, health impacts, and coordination between and among agencies, freight industry, and the public. The CFMP should address the need for efficient inter-modal facilities, impacts on tidelands, designated truck facilities, consider the use of Maglev trains for goods movement, plan for automated container facilities, consider a new tariff and tax on containers, and research new technologies. More public outreach activities need to be scheduled that include the involvement of community leaders, EJ representatives, the freight industry, elected officials, and the public. The freight industry needs to “go green” and identify and apply new technologies and innovative strategies to reduce impacts on EJ communities. The CFMP also needs a list of best practices. One respondent stated there needs to be more respect for the EJ communities from the freight industry when they are proposing new or expanded freight facilities.

## QUESTION 22



What do you hope a statewide freight transportation plan (the California Freight Mobility Plan) will accomplish?

## **CALIFORNIA FREIGHT MOBILITY PLAN**

(Not asked to the Los Angeles focus group participants) - Respondents indicated they hoped the CFMP would provide a radically different approach to local planning and EJ community involvement. They would like the CFMP to identify "green" technologies, better urban planning, identify the impact of land use changes, economic benefits of the freight system, address "quality of life" issues, and alternative energies for freight.

## QUESTION 23



If you could change anything about California's freight transportation system to reduce negative impacts (e.g., potential improvements/modifications/other mitigation measures), what would it be?

## **CALIFORNIA FREIGHT MOBILITY PLAN**

Some respondents felt the culture of the transportation industry is resistant to change. A majority of respondents mentioned the need for "green" technologies which can reduce freight system impacts and address sustainability goals. A respondent said we need to identify innovative funding strategies including demonstration projects such as vehicle miles driven taxes and tolls, but cautioned that this must be done carefully and transparently. Some respondents identified the need for more rail systems and facilities and need to double track existing lines to enhance passenger and freight rail movement in the State. They felt that the use of freight rail lines should be considered to use haul products should be considered during the planning process versus the use of diesel trucks.

## QUESTION 24



With the knowledge that current transportation funding is limited, what creative ideas/ alternative methods of funding freight improvements would you suggest? Would you be willing to pay a toll or tax, for example, if it would ease traffic congestion/improve quality of life?

## CALIFORNIA FREIGHT MOBILITY PLAN

Most respondents were not favorable to an increase in taxes and felt that the answer was not to obtain more money, but to better align the money we already have. These respondents felt it was more appropriate to charge fees to the industry that causes the impacts instead of charging everyone. However, some respondents felt that by doing this, it might cause freight-related industries to move to other states with lower fees, which would shift the economic benefits elsewhere. Other respondents pointed out that fees and taxes on businesses would ultimately be passed onto the consumer. Some respondents were favorable to a toll. Many respondents felt that agencies need to do a better job of being transparent in regards to the allocation of fees and taxes for improvements. People feel that they already pay high taxes, but don't know where the money is going and don't feel like it is being allocated properly. Therefore, they will not be favorable to an increase in taxes which may exacerbate this feeling. One respondent suggested that freight trips could be reduced by locating processing plants closer to the source of the products they use (e.g. agricultural commodities).

## QUESTION 25



If you had the power, what would you do to improve freight transportation efficiency, create jobs, and boost the economy?

**CALIFORNIA FREIGHT MOBILITY PLAN**

The responses to this question offered by participants were widely varied. Some of the suggestions included raising tariffs to increase goods produced locally, investment in alternative technologies, shifts to modes that are more efficient and have reduced impacts, providing better enforcement, and prioritizing improvements and funding those with the highest priority.

## QUESTION 26



One respondent asked the following question:

- What is the status of the plan now and what are key areas of focus?

The answer provided was that the focus of the CFMP is all aspects of goods movement statewide. The current schedule states that a draft Plan will be completed in January 2014 and a final Plan in June 2014.

During this time, some of the respondents made statements that they were pleased with the focus group effort implemented by Caltrans. They think that Caltrans needs to have EJ communities also represented on the California Freight Advisory Committee (CFAC). They feel that Caltrans needs input from various levels of agencies and not just the freight industry. They would also like to see coordination with the California Cleaner Freight Coalition.

## QUESTION 27



(Only asked to SJV focus group participants) - The respondents would like Caltrans to consider incorporating ideas from the new Regional Transportation Plans (RTPs) and Sustainable Communities Strategies (SCSs) and from the latest San Joaquin Valley Interregional Goods Movement Study as they prepare the CFMP. They also felt that the State needs to better manage its own resources between departments.

## QUESTION 28



Are there any specific groups or individuals that you feel should be included in the statewide freight planning process?

**CALIFORNIA FREIGHT MOBILITY PLAN**

(Only asked to SJV focus group participants) - Respondents suggested reaching out to Boards of Supervisors around the State and within the Valley. They also suggested contact and involvement with EJ representatives.

## QUESTION 29



(24 responses) - All respondents were interested in ongoing involvement in the CFMP. Most of them preferred to attend meetings and workshops, although some also wanted to receive progress updates through email as well as provide review and comments on draft documents. One respondent suggested that technical data collected as part of the Plan should be available to promote a project or influence a project in different ways. Some attendees were concerned that the advisory committee did not include representatives of the environmental justice community. Attendees at the Inland Empire Focus Group did identify California Environmental Justice Alliance (CEJA) as an environmental justice organization that represents other regional and local environmental justice agencies from throughout the State. CEJA is a statewide coalition of grassroots, environmental justice organizations.

## Methodology

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The following section identifies the steps taken to plan, conduct, analyze, and document the four focus group sessions. For purposes of this effort, outreach activities began in December 2012 with initiation of the Task and Cost Proposals, and the Caltrans/VRPA kick-off meeting held on February 6, 2013. The focus groups were held between June 4, 2013 and June 27, 2013.

- Focus Group Stakeholder Lists

To develop the list of relevant advocacy and community organizations (stakeholders) that would be recruited and ultimately invited to participate in one of the four focus group sessions, the following steps were taken by the VRPA Team:

- ✓ Coordinated with the Freight Planning Branch to develop a comprehensive list of relevant stakeholders in each region of California where the four focus groups took place (San Joaquin Valley, Southern California or Los Angeles Area, San Francisco Bay Area, and the Inland Empire). The stakeholders targeted as part of this effort included:
  - Community Based Organizations (CBOs), Faith Based Organizations (FBOs) with health and/or environmental justice (EJ) issues
  - Traditionally underrepresented groups
  - Health advocacy organizations
  - Environmental justice representative groups or agencies most affected by freight activity, such as those residing near ports, airports, intermodal facilities, and along freight corridors
  - Farming Industry Representatives
  - Other community organizations or agencies
  - Worked with the Freight Planning Branch to expand the list of potential stakeholders noted above from the following Caltrans Districts within the focus group regions:
    - District 4 (D4) (San Francisco Bay Area)
    - D6 and D10 (San Joaquin Valley)
    - D7 (Los Angeles)
    - D8 (Inland Empire)
- ✓ Worked with the Freight Planning Branch to develop a list of potential focus group stakeholders, which VRPA augmented using listings or contacts from Metropolitan Planning Organizations (MPOs) including the:
  - San Joaquin Valley region

- Each of the eight Valley COGs including the Fresno Council of Governments (Fresno COG)
  - Southern California region
    - Southern California Association of Governments (SCAG)
  - San Francisco Bay Area region
    - Metropolitan Transportation Commission (MTC)
    - Association of Bay Area Governments (ABAG)
    - Alameda Transportation Commission
  - Inland Empire region
    - Riverside County Transportation Commission (RCTC)
    - Western Riverside Council of Governments (WRCOG)
    - Coachella Valley Association of Governments (CVAG)
    - San Bernardino Associated Governments (SANBAG)
- ✓ Reviewed VRPA's latest list of over 6,000 California stakeholders to identify additional stakeholders that represent the affected regions and that were not already reflected in the lists received from the Freight Planning Branch staff or other agencies noted above.
  - ✓ Discussed the recruitment process with stakeholders that had committed to attend focus group sessions in each region/subregion and requested that they help to identify other stakeholders that might be willing to participate in a focus group session.
  - ✓ Prepared a recommended list of potential stakeholders for each region/subregion. The list was reviewed to ensure that each of the counties in the region or subregion were represented, and that environmental justice, health, freight industry and agribusiness organizations were represented.

The above process resulted in the following numbers of stakeholders identified for recruitment in each region/subregion. The final stakeholder lists are on file with Caltrans.

- ✓ San Joaquin Valley – 120 with 108 actually contacted (telephoned or emailed) for recruitment
- ✓ Southern California (Los Angeles Area) – 63 with 57 actually contacted for recruitment
- ✓ San Francisco Bay Area – 366 with 99 actually contacted for recruitment
- ✓ Inland Empire – 24 with all 24 contacted for recruitment

- Recruitment Process

The VRPA Team undertook the following process to recruit focus group attendees:

- ✓ Created a list of prescreening questions to help identify potential participants who represented advocacy groups and other organizations (stakeholders) noted previously. VRPA originally set out to recruit at least eight to twelve) participants; however, three of the focus groups included less than eight participants and one session included more than the target with thirteen participants attending. VRPA contacted (telephoned or emailed) a total of 288 stakeholders on each of the four region/subregion stakeholder lists containing 573 potential stakeholder group representatives. Contacted stakeholders were called and/or emailed a minimum of three times prior to the scheduled focus group session. Recruitment for each session began at least three weeks prior to the session date
- ✓ Offered the following incentives to help entice stakeholders to attend and participate:
  - Gift cards
  - Meals (breakfast or lunch)
- ✓ Contacted stakeholders using the following recruitment process:
  - Initial contact was by telephone or by email
  - Prepared and utilized a recruitment phone script to recruit for each focus group session (reference Exhibit B - Example Phone Script)
  - Follow-up contact was by telephone or email depending on level of agreement or success in making contact with the potential participant

- Focus Group Planning

VRPA took the following steps to plan and schedule each focus group session:

- ✓ Identified the session date, time, and location of each of the four focus group sessions
  - Worked with Caltrans to identify appropriate venues to conduct each of the focus groups. Venue availability considered the following:
    - Free or low cost rental fees
    - A room large enough to accommodate at least 15 participants and VRPA Team staff comfortably so participants and the VRPA Team can observe each other.
    - Location of an adjoining conference room or facility to accommodate a maximum of five (5) Caltrans staff. The room needed to be close enough to

- accommodate audio equipment so that Caltrans staff could hear the focus group in progress.
    - The venue should be inviting so that it encourages conversation.
    - The venue should feel safe, be easily accessible (centralized proximity to participants, adequate parking, access to public transportation, etc.), and consider access for people with disabilities.
  - Set-up the focus group session rooms before each session began including the placement of:
    - Projectors
    - Screens
    - Computers
    - Tables and chairs in both rooms
    - Meals
    - Notepads and pencils
    - PowerPoint presentation
    - Flip chart
    - Participant hand-out materials
    - CFMP mapping
    - Focus group agenda and script
    - List of participants
    - Markers
    - Name tags for staff and table name placards for participants
  - Worked with Caltrans to identify the appropriate time that each focus group should be scheduled. Considerations included:
    - Availability of participants
    - Location of venue vs. commute congestion especially in the San Francisco Bay Area, the Los Angeles Basin, and in the Inland Empire
    - Venue calendar
    - Other considerations
- ✓ Created and emailed “eye-catching” invitations to participants agreeing to join a focus group. Focus group invitations are provided in Exhibits C through F. The invitations were designed and used as follows:
  - For those potential participants agreeing to join a focus group, the VRPA Team created a formal highly graphic and colorful invitation and emailed the invite within two days following their agreement to participate.
  - VRPA followed-up with each participant by email or called them more than three times to remind them of the focus group date including the day prior to the scheduled focus group session.

- Prepared the focus group agenda. The agenda set the stage for how the focus group was to be structured. The following activities were covered during each focus group session:
  - Welcome
  - Introductions
  - CFMP Overview
  - Focus group purpose statement
  - Ground rules
  - Definition of environmental justice
  - Initial group exercise (a brain teaser to capture the attention of participants and get them engaged early)
  - Focus group questions
  - Continued focus group engagement and feedback
  - Title VI Survey (to be completed by participants)
  - Wrap-up
  - Next steps
  - Closing, a thank you, and disbursement of gift cards
  
- ✓ Prepared focus group questions as follows:
  - Prepared between 23 and 30 questions in addition to an “Ice Breaker” question. Following the first focus group session in the San Joaquin Valley, the VRPA Team and Caltrans staff reduced the questions from 30 to 23 questions to eliminate similar or duplicative questions.
  - Prepared questions that were both “open-ended” as well as “multiple-choice” using polling software and equipment
  - Placed the questions and other agenda items in a graphically-designed PowerPoint slide presentation (reference Appendices A through D)
  - Compared the questions to the objectives noted previously
  - Ordered the questions in such a manner that they were comfortable and understandable for the participants
  - Tested the questions prior to the first focus group session. The VRPA Team tested the questions using its contacts with similar background to those that were participating in the focus group sessions
  - Prepared an explanation of environmental justice to ensure that all participants understood the term and its use in focus group questions
  - Prepared focus group session ground rules
  
- ✓ Prepared focus group session script that addressed the following:
  - Opening section – VRPA Team staff welcomed the participants, introduced the purpose and context of the focus group, explained what a focus group is and how

the session will flow, made introductions, defined environmental justice, identified the ground rules, facilitated the opening exercise, which was intended to be fun and focus participant thoughts on freight issues.

- Question section – questions were asked by VRPA Team staff that were designed and tested. Follow-up related questions were asked by the moderator and questions regarding freight mobility or other related issues were answered. The VRPA Team moderator consulted with Caltrans staff in attendance in adjacent rooms at necessary intervals during each focus group session to receive vital technical information or feedback that furthered discussion during each focus group.
- Closing section – the closing section “wrapped-up” focus group activities. This included:
  - Providing a general overview of focus group discussion
  - Explaining how the information and feedback they provided will be used
  - Explaining when the planning process will be completed and how they can remain involved
  - Giving participants an opportunity and avenue for further input, if desired or necessary
  - Thanking the participants

- Conducting Each Focus Group Session

When participants arrived, the VRPA Team conducted each session in the following manner:

- ✓ For each of the four focus groups, VRPA Team staff moderated and managed the focus group process
- ✓ Welcomed the participants
- ✓ Provided packets of information to participants and to Caltrans staff including the following:
  - Focus Group Session Comment sheet (reference Exhibit G)
  - Caltrans Contact Sheet (in case they had other questions or needed further information (reference Exhibit H)
  - CFMP Development Process Graphic showing the information and input that will be used by Caltrans to develop the CFMP (reference Exhibit I)
- ✓ Three maps were given to each focus groups based on applicable region including the:
  - Statewide 2011 Annual Average Daily Truck (AADT) Volumes - Three to Five+ Axle (greater than 3,000 AADT) (reference Exhibit J) – *given to all*

- San Joaquin Valley, Southern California, and San Francisco Bay Area 2011 Annual Average Daily Truck (AADT) Volumes - Three to Five+ Axle (greater than 3,000 AADT) (reference Exhibit K) – applicable region
  - San Joaquin Valley, Southern California, and San Francisco Bay Area Major Freight Facilities (reference Exhibit L)
    - Notepad and pen
  - ✓ Explained how the session will be recorded
  - ✓ Carried out the focus group as planned and scripted
  - ✓ Provided for spontaneity, i.e., asking spontaneous questions that arose from the discussion, probing deeper into a topic
  - ✓ Made sure that all participants were heard and made every effort to engage quieter participants
  - ✓ Received complete answers to the questions posed
  - ✓ Listed comments on a flip chart for the San Francisco Bay Area and the Inland Empire Focus Group Sessions to allow participants to process their thoughts considering what had already been said
  - ✓ Monitored the time
  - ✓ Made sure that the discussion remained on track
  - ✓ Tried to get participant answers to the questions asked within the 3-hour session period
  - ✓ Stayed neutral and didn't take sides on an issue or with a participant. The VRPA Team moderated and facilitated each focus group, but did not influence how participants responded
  - ✓ Explained how participants can stay involved and provided them with Caltrans contact information
- Prepared Focus Group Summaries

VRPA prepared an analysis summary or synopsis of each focus group within days following the session as noted below: (reference Appendix A through D):

- ✓ Reviewed the session with Caltrans staff in attendance at each focus group session to ensure that all information and input was captured
- ✓ Transcribed the session notes immediately following each session and wrote the focus group synopsis
- ✓ Forwarded an Administrative Draft of each focus group synopsis to Caltrans for review and comment

- Prepared the Focus Group Summary Report

VRPA has prepared this summary report considering the following:

- ✓ Read through all focus group summaries
- ✓ Identified and documented findings, common trends or comments that appeared repeatedly in the summaries for each focus group and ideas or input that stood out from each of the summaries
- ✓ Determined if the expected outcomes and focus group objectives were addressed based upon the focus group process conducted and the summaries developed
- ✓ Wrote the final summary report to include all information about the background and purpose of the focus group sessions, details of the sessions, results, and conclusions

# EXHIBIT A

## Focus Group Participants by Participating Agency



### Los Angeles Focus Group

Organization/Agency	Number of Attendees
Northwest San Pedro Neighborhood Council	1
Harbor Gateway North Neighborhood Council	2
Move LA	1
Los Angeles Air Cargo Association	1
East Yard Communities for Environmental Justice (EYCEJ)	1
Coalition for a Safe Environment (CFASE)	1

### Inland Empire Focus Group

Organization/Agency	Number of Attendees
March Joint Powers Authority (JPA)	1
Center for Community Action and Environmental Justice (CCA EJ)	6

### Bay Area Focus Group

Organization/Agency	Number of Attendees
Regional Asthma Management & Prevention	1
Pacific Institute	1
Northern California Trade Corridor Coalition	1
Bay Area Healthy 880 Communities	1



## San Joaquin Valley Focus Group

Organization/Agency	Number of Attendees
Kings Community Leadership Institute	1
Revive the San Joaquin	1
Sierra Club (Kern Kaweah)	1
Madera Oversight Coalition	1
Fresno County Farm Bureau	1
Coalition for Clean Air	1
Comite Alma (Valley Leap)	3
Madera Coalition for Community Justice	1
Fresno-Madera Medical Society	1
United Way of Fresno County	1
California Rural Legal Assistance, Inc.	1

# EXHIBIT B

## Recruitment Phone Script

### Caltrans Freight Mobility Plan – Potential Invite Phone Script

#### INTRODUCTION

Hello, my name is \_\_\_\_\_ with \_\_\_\_\_. I also represent the State of California, Department of Transportation or Caltrans, Office of System and Freight Planning. Caltrans is in the process of developing a long-range state freight plan, called the California Freight Mobility Plan, and would like your input as a representative of (organization).

**Question #1:** Do you have a few minutes to discuss your possible involvement in a focus group contributing to Caltrans’ update of the California Freight Mobility Plan? **Record Y or N in spreadsheet.**

<p><b>YES</b> If they say yes to Question #1, then say the following:</p> <p>Great! Thank you so much for your interest in freight mobility in California. As I mentioned, Caltrans is in the process of developing the California Freight Mobility Plan. This Plan will be a comprehensive, long-range planning document that addresses current freight movement conditions and trends in California, responds to major issues in goods movement across all modes of transportation, and responds to the State’s focus for improved health and air quality.</p> <p>The focus groups are a major component of the Plan and will help Caltrans identify significant freight system and environmental/health issues of concern to communities near major freight corridors or freight facilities.</p> <p>We have called you today because your agency has been identified as a group that may be interested in or affected by freight movement in California.</p>	<p><b>NO</b> If they say no to Question #1, say the following:</p> <p>Thank you so much for your time on this call. Do you have any questions of me or would you like to contact Caltrans directly to discuss freight mobility issues in your region?</p> <p><b>YES</b> If they want to contact Caltrans, say the following:</p> <p>Great! I am happy to provide you with the contact for Caltrans. ___ name is _____ and ___ phone number is: (___) ___-___. ___ email address is: _____@dot.ca.gov.</p> <p><b>NO</b> If they do not want to contact Caltrans, say the following:</p> <p>No problem. <i>Is there anyone else from your organization that would be appropriate to participate in the focus group?</i></p>
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	<p><b>YES</b> (another participate) Say the following:</p> <p>Great! Can you please provide me with their name and contact information? <b>(Record name and contact info in spreadsheet.)</b></p> <p>Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p> <p><b>NO</b> Say the following:</p> <p>No problem. Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p>
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**Question #2:** Are you familiar with the California Freight Mobility Plan or its predecessor, the Goods Movement Action Plan? **Record Y or N in spreadsheet.**  
**Go to the next question:**

**Question #3:** Has your agency discussed potential freight impacts in your area or region or freight mobility issues in the past? **Record Y or N in spreadsheet.**  
**Go to the next question:**

**Question #4:** Can you provide me with some background regarding your agency’s purpose and tell me whether or not you believe the region, community, or citizens that your agency represents may be impacted by freight movement or if they have freight related issues that they would like Caltrans to be aware of? **Record Y or N in spreadsheet.**

<p><b>YES</b> If they say yes to Question #4, take down the information they provide and then skip to Question #5 below.</p>	<p><b>NO</b> If they say no to Question #4, say the following:</p> <p>Thank you so much for your time on this call. Do you have any questions of me or would you like to contact Caltrans directly to discuss freight mobility issues in your region?</p>
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	<p><b>YES</b> If they want to contact Caltrans, say the following:</p> <p>Great! I am happy to provide you with the contact for Caltrans. ___ name is _____ and ___ phone number is: (___) ___-____). His email address is: _____@dot.ca.gov.</p> <p>Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p> <p><b>NO</b> If they don’t want to contact Caltrans, say the following:</p> <p>No problem. Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p>
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**Question #5:** From what you now know about the California Freight Mobility Plan, would you be interested in participating in a focus group in your region or area in a couple of weeks? If not, do you know of another representative from your agency or group that might be interested in participating? [Record Y or N in spreadsheet.](#)

<p><b>YES</b> If they say yes to Question #5, skip to Question #6 below.</p>	<p><b>NO</b> If they say no to Question #5, say the following:</p> <p>Thank you so much for your time on this call. Do you have any questions of me or would you like to contact Caltrans directly to discuss freight mobility issues in your region?</p>
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	<p><b>YES</b> If they want to contact Caltrans, say the following:</p> <p>Great! I am happy to provide you with the contact for Caltrans. ___ name is _____ and ___ phone number is: (___) ___-____. His email address is: _____@dot.ca.gov.</p> <p>Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p> <p><b>NO</b> If they don’t want to contact Caltrans, say the following:</p> <p>No problem. Thank you for your time and have a great day/evening (“day” - if it is before 3:00 PM or “evening” - if it is after 3:00 PM). Bye.</p>
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**Question #6:** Based upon your responses to the previous questions, we believe that your agency’s involvement in a focus group may be important. Therefore, we would like to provide your [or suggested individual’s] name and information to Caltrans as a potential invitee to participate in the San Joaquin Valley focus group to be held on \_\_\_\_\_, June \_\_\_ at \_\_\_ \_\_\_ at \_\_\_\_\_ in \_\_\_\_\_. If asked to be involved, can you or another representative of your agency or group attend the focus group session at that location and on that day? **Record Y or N in spreadsheet.**

<p><b>YES</b> If they say yes to Question #6, say the following:</p> <p>Great! May we get your email address so that we may contact you regarding the focus group following this call?</p> <p style="text-align: center;"><b>Get or confirm their email address.</b></p>	<p><b>NO</b> If they say no to Question #6, then ask:</p> <p>We understand. Would a different day work better for you or a member of your agency?</p> <p style="text-align: center;"><b>If they say YES, take down the day and time and then say the following:</b></p> <p>Great! May we get your email address so that we may contact you regarding the focus group following this call?</p> <p style="text-align: center;"><b>Get or confirm their email address.</b></p>
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## CLOSING

### Say the following:

Thank you so much for your time on this call today and your potential willingness to participate in a focus group regarding this important planning process related to freight. We will discuss your willingness to participate on the \_\_\_\_\_ focus group with Caltrans and send you an email regarding Caltrans' final focus group selection process. Again, thank you for your time and have a great day/evening ("day" - if it is before 3:00 PM or "evening" - if it is after 3:00 PM).

Good Bye.

EXHIBIT C  
San Joaquin Valley Focus Group  
Invitation



**LET'S DISCUSS  
FREIGHT & YOU**

**TUESDAY • JUNE 4 • 2013**

12:00 pm to 3:00 pm

You are cordially invited to participate in a Focus Group designed to assist Caltrans with their development of the California Freight Mobility Plan.

Transportation of freight is critical to individual quality of life and economic vitality.

Help Caltrans understand how to improve the California freight transportation system through voicing your opinions, issues, impacts, and solutions regarding freight movement.

**\$100**  
GIFT CARD & LUNCH  
provided to all  
attendees



**RESERVE  
YOUR SEAT  
BEFORE  
JUNE 3 • 2013**

FOR RESERVATIONS & QUESTIONS  
ABOUT THIS SESSION CONTACT

Erica Myers, VRPA Technologies, Inc.  
ethompson@vrpatechnologies.com  
(559) 269-6703

**CALIFORNIA FREIGHT MOBILITY PLAN**



# JOIN US!

**TUESDAY • JUNE 4 • 2013**

12:00 pm to 3:00 pm

AIS Marketing Research  
1320 Shaw Avenue, Suite 155  
Fresno, California 93710



## DRIVING DIRECTIONS

### Coming from NORTH of Fresno

CA-99 South to Shaw Avenue, Exit 140  
Right onto W. Shaw Avenue (6.9 miles)  
Left turn at N. 6th Street  
Left turn into second driveway  
Arrive at 1320 E. Shaw, setback in  
second set of buildings off of Shaw

### Coming from SOUTH of Fresno

CA-99 North to CA-41N, Exit 131  
Take Shaw Avenue, Exit 132  
Right on E. Shaw Avenue (1.1) miles  
Left turn at N. 6th Street  
Left turn into second driveway  
Arrive at 1320 E. Shaw, setback in  
second set of buildings off of Shaw

Problems locating us, please call  
Georgiena Vivian at (559) 259-9257



# CALIFORNIA FREIGHT MOBILITY PLAN

# EXHIBIT D

## Southern California (Los Angeles Area) Focus Group Invitation



### LET'S DISCUSS FREIGHT & YOU

**THURSDAY • JUNE 13 • 2013**  
10:00 am to 1:00 pm

You are cordially invited to participate in a Focus Group designed to assist Caltrans with their development of the California Freight Mobility Plan.

Transportation of freight is critical to individual quality of life and economic vitality.

Help Caltrans understand how to improve the California freight transportation system through voicing your opinions, issues, impacts, and solutions regarding freight movement.

**\$100**  
GIFT CARD &  
CONTINENTAL  
BREAKFAST  
provided to all  
attendees

**RESERVE  
YOUR SEAT  
BEFORE  
JUNE 11 • 2013**

FOR RESERVATIONS & QUESTIONS  
ABOUT THIS SESSION CONTACT

Erica Myers, VRPA Technologies, Inc.  
ethompson@vrpatechnologies.com  
(559) 269-6703



## CALIFORNIA FREIGHT MOBILITY PLAN



# JOIN US!

**THURSDAY • JUNE 13 • 2013**

10:00 am to 1:00 pm

Southern California Association  
of Governments (SCAG)  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017-3435



### DRIVING DIRECTIONS

Harbor Freeway (110)  
Exit on 6th Street  
Turn right on S. Flower Street

Parking at  
818 W. 7th Street  
\$10/Day.

Additional parking available at  
700 S. Flower Street  
\$17/Day.

SCAG offices are also accessible  
via Metrolink, Blue Line and Dash Routes.  
Please visit the SCAG website at  
<http://www.scag.ca.gov/directions.htm>  
for additional information.  
Telephone - (213) 236-1800.



## CALIFORNIA FREIGHT MOBILITY PLAN

EXHIBIT E  
San Francisco Bay Area Focus Group  
Invitation



**LET'S DISCUSS  
FREIGHT & YOU**

**WEDNESDAY • JUNE 26 • 2013**  
1:00 pm to 4:00 pm

You are cordially invited to participate in a Focus Group designed to assist Caltrans with their development of the California Freight Mobility Plan.

Transportation of freight is critical to individual quality of life and economic vitality.

Help Caltrans understand how to improve the California freight transportation system through voicing your opinions, issues, impacts, and solutions regarding freight movement.

**\$100**  
GIFT CARD & LUNCH  
provided to all attendees



**RESERVE  
YOUR SEAT  
BEFORE  
JUNE 21 • 2013**

FOR RESERVATIONS & QUESTIONS  
ABOUT THIS SESSION CONTACT

Erica Myers, VRPA Technologies, Inc.  
ethompson@vrpatechnologies.com  
(559) 269-6703

**CALIFORNIA FREIGHT MOBILITY PLAN**



# JOIN US!

WEDNESDAY • JUNE 26 • 2013

1:00 pm to 4:00 pm

Elihu M. Harris  
State Office Building  
1515 Clay Street, Room 12  
Oakland, CA 94612  
(510) 622-2564



### FROM HAYWARD:

Take I-880 North merge onto I-980 East, exit 13th - 17th Streets exit and stay in the right hand lane and go 2 blocks, right onto 14th Street, left onto Clay Street and the Elihu M. Harris Building is immediately on the left.

Public Parking is available at Clay Street Parking Garage, immediately across from the Elihu M. Harris Building. \$14/Day

The Elihu M. Harris State Office Building is also accessible via Bart, AC Transit and Amtrak. Please visit the State Office Building website for additional information, <http://www.dgs.ca.gov/resd/BuildingList/ElihuMHarrisBuild/BuildingInfo.aspx>

### DRIVING DIRECTIONS

#### FROM SACRAMENTO:

Highway I-80 West, to I-580 East, merge onto I-980 West, exit 14th - 18th Street, straight onto Brush Street, left onto 17th Street, right onto Clay Street, Elihu M. Harris Building is immediately on the right.

#### FROM SAN FRANCISCO:

Cross the Bay Bridge, middle right hand lanes, merge onto I-580 East, merge onto I-980 West, exit 14th - 18th Street exit, straight onto Brush Street, left onto 17th Street, right onto Clay Street, Elihu M. Harris Building is immediately on the right.

#### FROM WALNUT CREEK:

Highway I-680 South, merge onto CA-24 West, after the Caldecott Tunnel CA-24 West becomes I-980 West. Exit 14th - 18th Streets, straight to go onto Brush Street, left onto 17th Street, right onto Clay Street, Elihu M. Harris Building is immediately on the right.



## CALIFORNIA FREIGHT MOBILITY PLAN

EXHIBIT F  
Inland Empire Focus Group  
Invitation



# LET'S DISCUSS FREIGHT & YOU

**THURSDAY • JUNE 27 • 2013**

12:30 pm to 3:30 pm

You are cordially invited to participate in a Focus Group designed to assist Caltrans with their development of the California Freight Mobility Plan.

Transportation of freight is critical to individual quality of life and economic vitality.

Help Caltrans understand how to improve the California freight transportation system through voicing your opinions, issues, impacts, and solutions regarding freight movement.

**\$125**

**GIFT CARD & LUNCH**  
provided to all attendees



**RESERVE  
YOUR SEAT  
BEFORE  
JUNE 24 • 2013**

FOR RESERVATIONS & QUESTIONS  
ABOUT THIS SESSION CONTACT

Erica Myers, VRPA Technologies, Inc.  
ethompson@vrpatechnologies.com  
(559) 269-6703

**CALIFORNIA FREIGHT MOBILITY PLAN**



# JOIN US!

**THURSDAY • JUNE 27 • 2013**

12:30 pm to 3:30 pm

San Bernardino Associated Governments (SANBAG)  
1170 West 3rd Street, Suite 140  
San Bernardino, CA 92410



### DRIVING DIRECTIONS

From I-215 North  
Exit 2nd Street  
Left on 2nd Street  
Right on I Street  
Left on 3rd Street

From I-215 South  
Exit 3rd Street  
Right on 3rd Street

Free parking for SANBAG visitors is located in the East parking lot of the SANBAG Santa Fe Depot

SANBAG Offices (909) 884-8276.



## CALIFORNIA FREIGHT MOBILITY PLAN

# EXHIBIT G

## Focus Group Session Comment Sheet

### COMMENTS

Thank you for your participation. Please use this form to share your comments.  
You may also email your comments to Joanne McDermott at: [joanne.mcdermott@dot.ca.gov](mailto:joanne.mcdermott@dot.ca.gov)  
Please visit the CFMP website at [www.dot.ca.gov/hq/tpp/offices/ogm/california\\_freight\\_mobility\\_plan.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html)

COMMENTS:

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Are there any specific groups or individuals that you feel should be included in the statewide freight planning process?  
If yes, please identify them.

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EXHIBIT H  
Caltrans Contact Sheet

For Further Information

Contact

Joanne McDermott, Caltrans at:  
(916) 653-8747 or  
[joanne.mcdermott@dot.ca.gov](mailto:joanne.mcdermott@dot.ca.gov)

or

Visit the CFMP Website at:

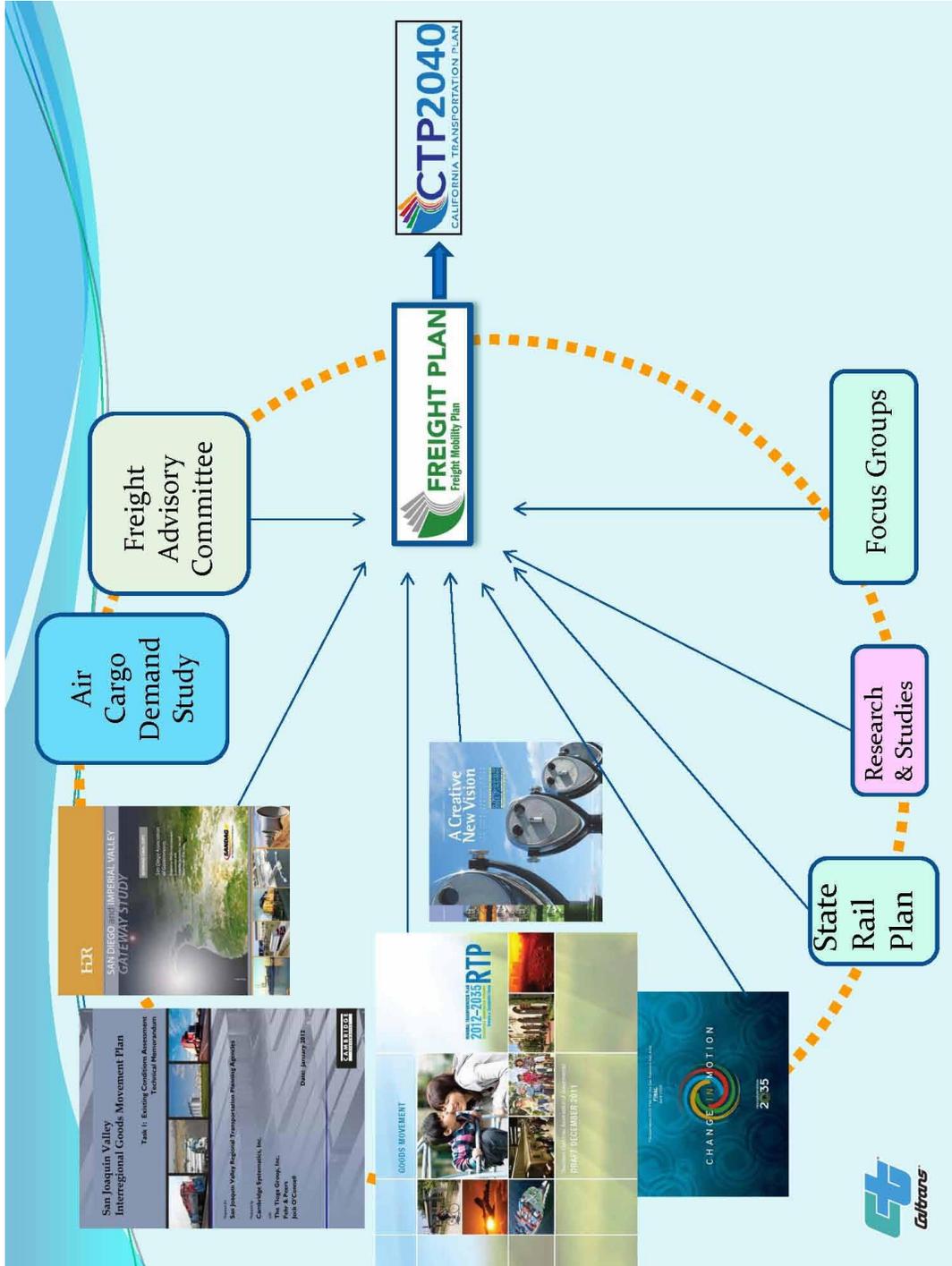
[http://www.dot.ca.gov/hq/tpp/offices/ogm/california\\_freight\\_mobility\\_plan.html](http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html)



**CALIFORNIA FREIGHT MOBILITY PLAN**

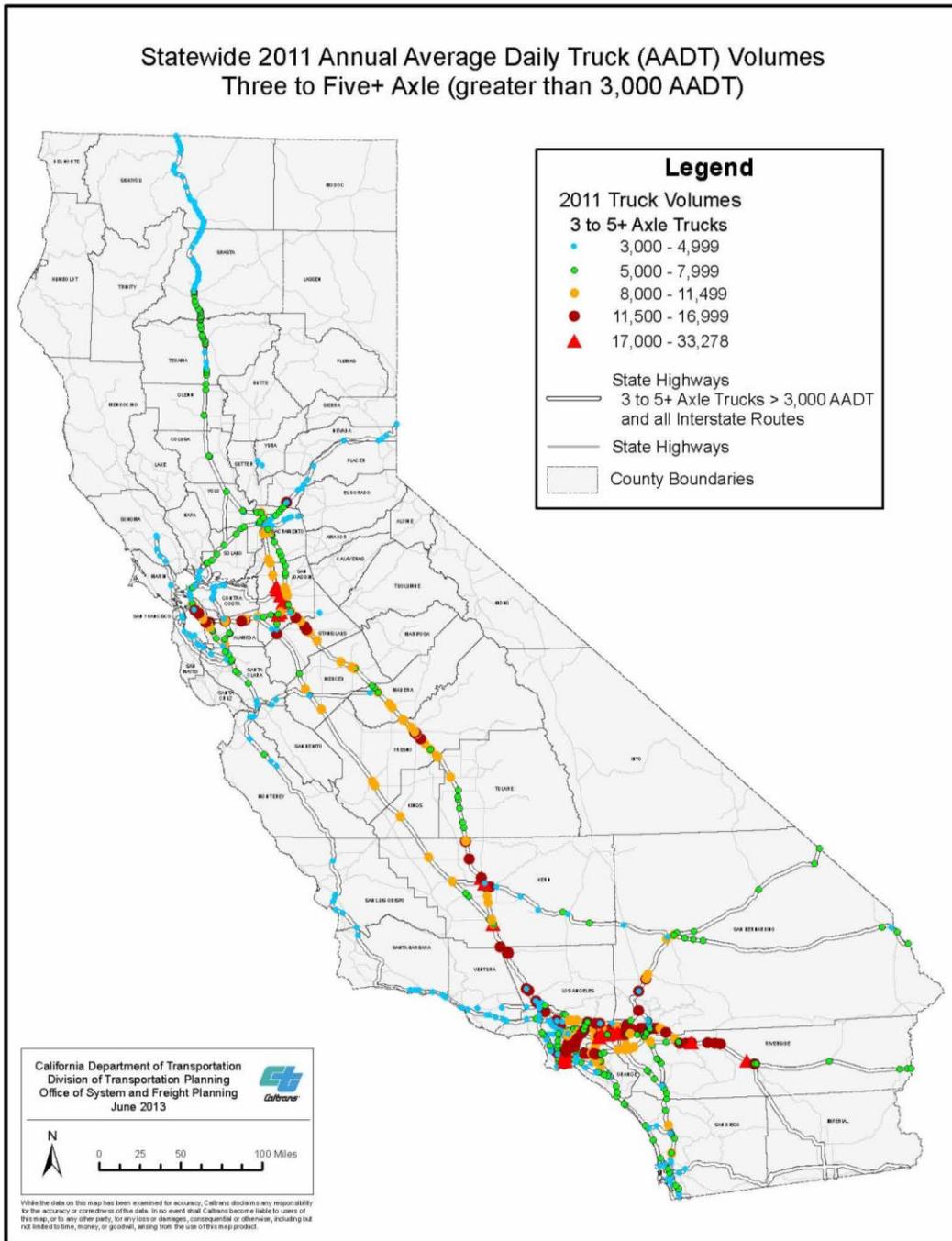
# EXHIBIT I

## CFMP Development Process Graphic



# EXHIBIT J

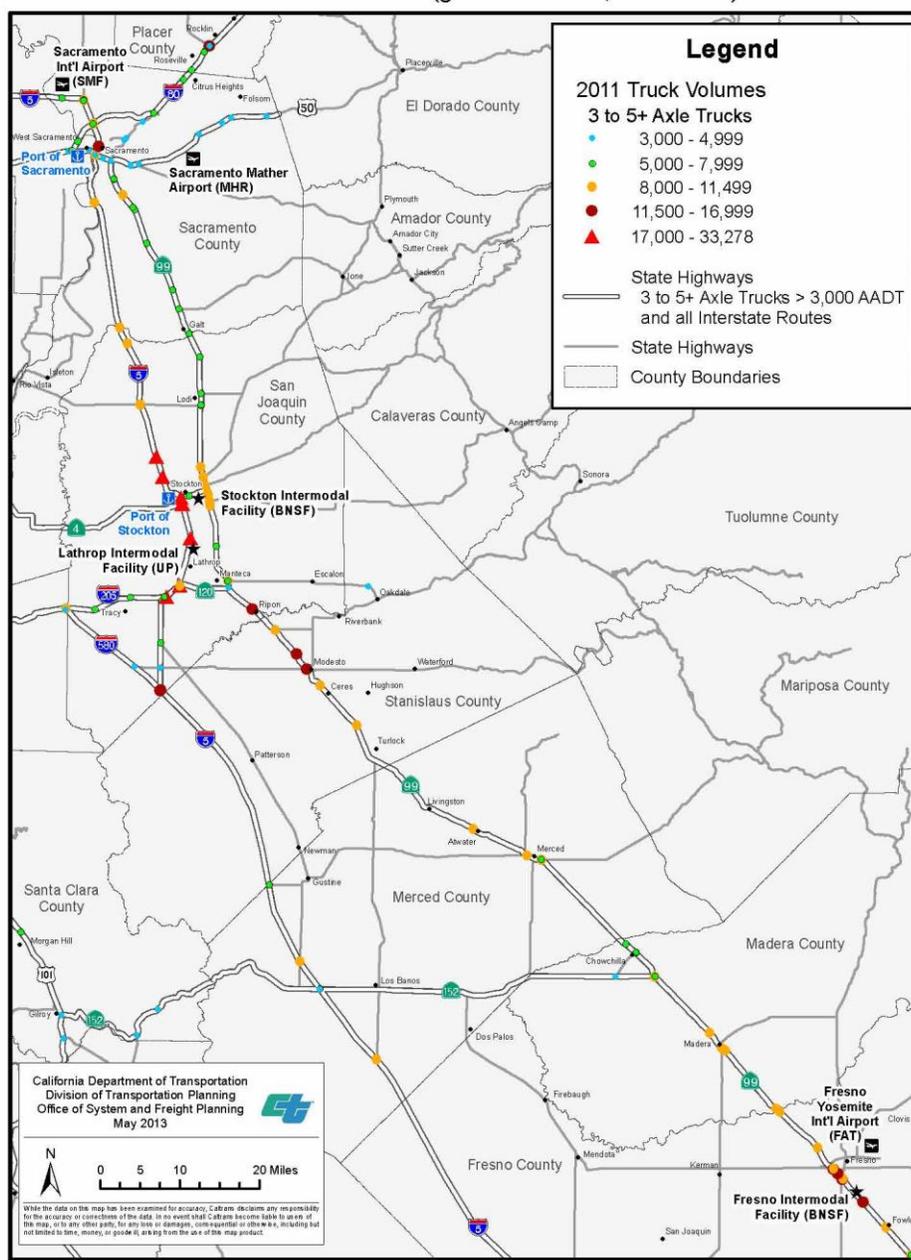
## Statewide 2011 Annual Average Daily Truck (AADT) Volumes – Three to Five+ Axles (Greater than 3,000 AADT)



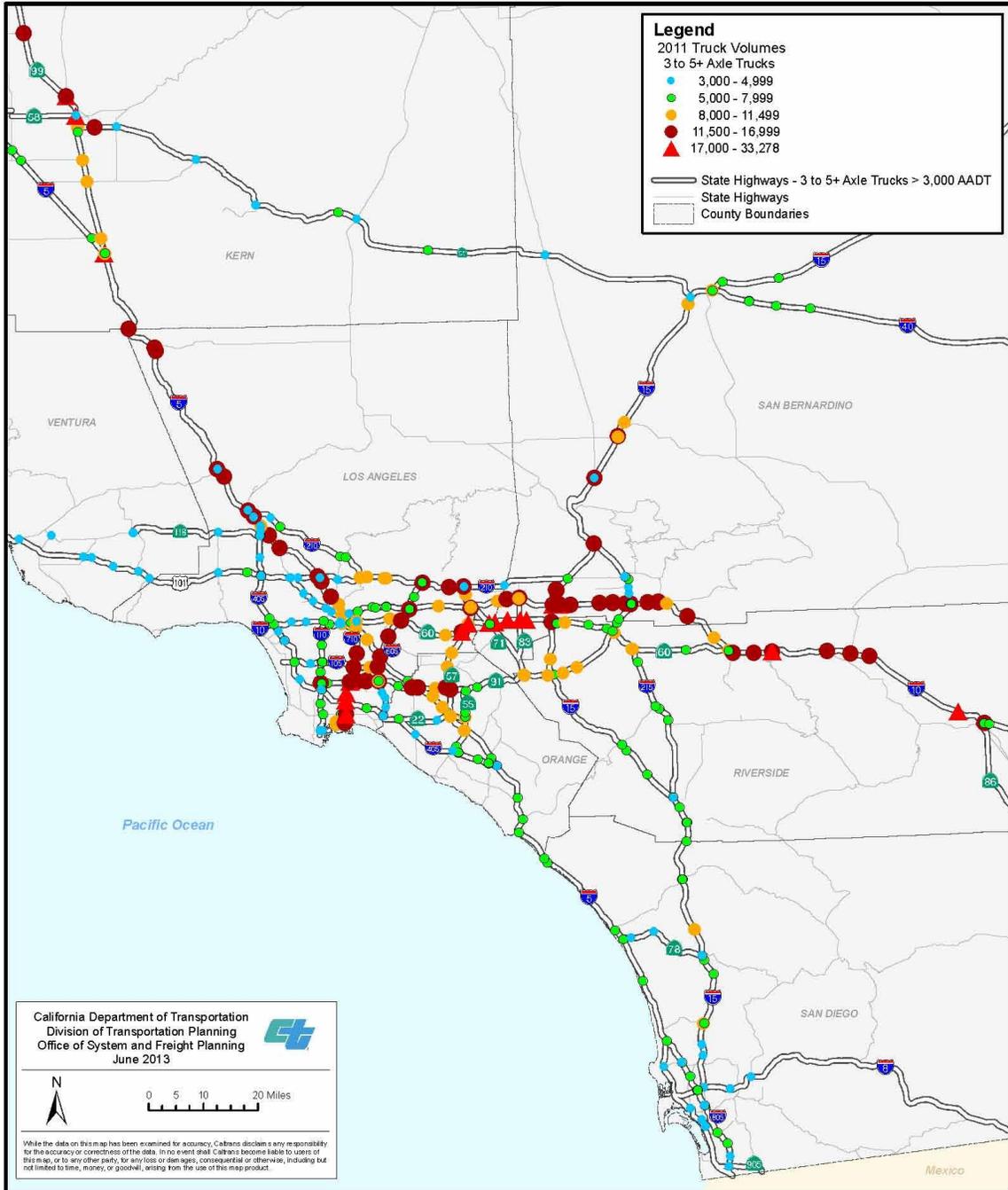
# EXHIBIT K

## San Joaquin Valley, Southern California, and San Francisco Bay Area 2011 Annual Average Daily Truck (AADT) Volumes – Three to Five+ Axle (Greater than 3,000 AADT)

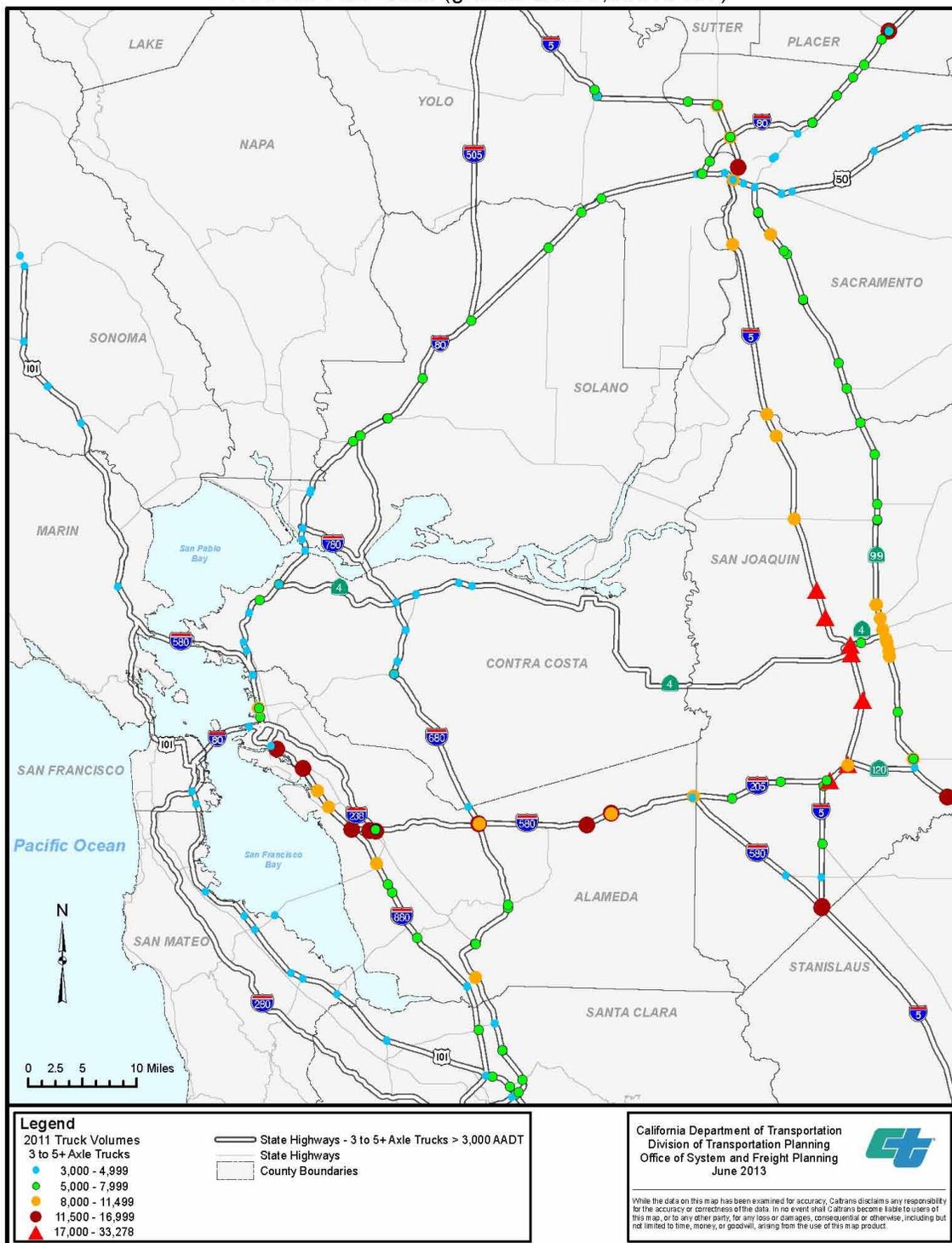
Central Valley - 2011 Annual Average Daily Truck (AADT) Volumes  
Three to Five+ Axle (greater than 3,000 AADT)



Southern California  
 2011 Annual Average Daily Truck (AADT) Volumes  
 Three to Five+ Axle (greater than 3,000 AADT)



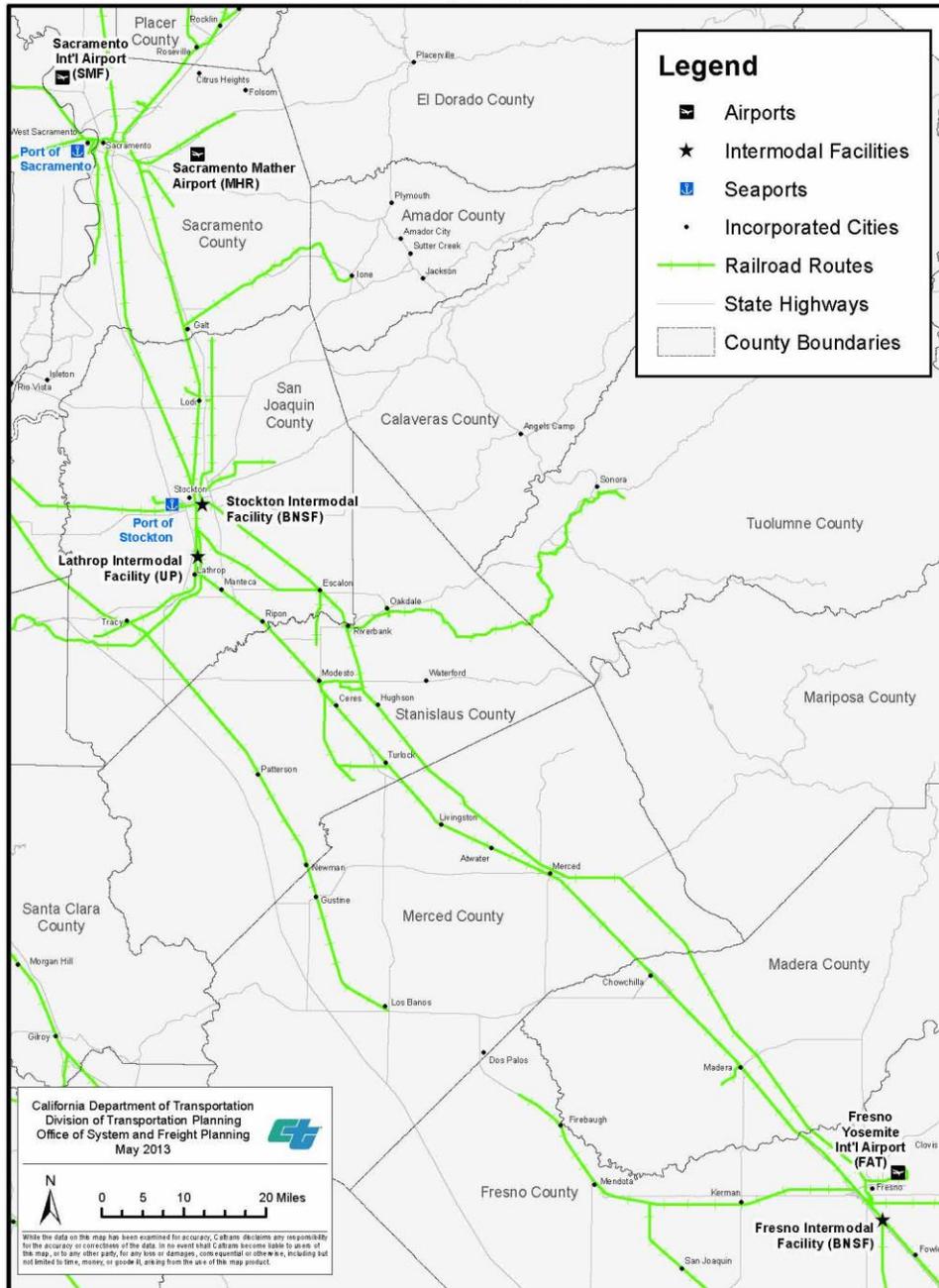
San Francisco Bay Area and Delta Region  
 2011 Annual Average Daily Truck (AADT) Volumes  
 Three to Five+ Axle (greater than 3,000 AADT)



# EXHIBIT L

## San Joaquin Valley, Southern California and San Francisco Area Major Freight Facilities

Central Valley Freight Facilities



# Southern California Major Freight Facilities



## San Francisco Bay Area and Delta Region - Major Freight Facilities

