

	<p><b>**FINAL*</b></p> <p><b>california interregional blueprint</b></p> <p><b>Los Angeles Stakeholder Workshop Meeting Notes</b></p>	<p><b>November 8, 2011 1:30 pm – 4:00 pm Caltrans District 7</b></p>
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## Workshop Participants

For a list of workshop participants, please see Appendix A.

## Agenda Review and Introductions

- Traci Stevens briefly welcomed attendees to the conference.
- Malcolm Dougherty, Acting Director, Caltrans, discussed the focus of the California Interregional Blueprint (CIB): mobility options, greater access, goods movement, and interregional movement.
- Colton Crossing, the grade separation project in southern California for which ground breaking occurred earlier in the day, is a great example of a project that incorporates the CIB's main ideas.
- The CIB's goal is to lay out a vision for an integrated, multimodal interregional transportation system.
- Through this process, new tools are being developed, and participation from the audience (the stakeholders) will help Caltrans achieve its vision.
- Martin Tuttle stated that Caltrans plans to work with local and regional agencies to create a statewide vision. Input from stakeholders at today's meeting is critical to this process.
- Caltrans' role is interregional travel for all modes, not just highways.
- SB 391 requires Caltrans to complete the CIB Interim Report by December 2012.
- The Caltrans CIB video was played.
- Answers to the first two polling questions revealed that people from state agencies made up the largest portion of the audience followed by MPOs and others. *The attendee breakdown at this point in the meeting was 50 in-person/23 webcast.*

## Polling Results

- Please see the Appendix B for detailed polling results.
- Please see Appendix C for a summary of comments emailed by webcast participants during the workshop.

## **California Interregional Blueprint and California Transportation Plan Overview**

- Sharon described SB 391's requirements, which include an integrated statewide multimodal transportation system, an Interim Report by December 2012, and a California Transportation Plan in 2015 that reduces greenhouse gases (GHG).
- In its process of completing these requirements, Caltrans will look at all RTPs and SCSs from across the state and focus on GHG reduction and modal connectivity.
- Caltrans is developing a robust set of tools to perform the analysis in these efforts.
- Caltrans will integrate the five statewide modal plans: Aviation, Freight, Highway, Rail, and Transit.
- On the technical side, Caltrans is also developing two models: the statewide travel model and the statewide freight model in addition to the California Household Travel Survey.
- Before showing the I-580 video, Bob Leiter recalled a similar effort with the I-15 Interregional Partnership (IRP), [which was a collaborative effort between agencies in western Riverside County and northern San Diego County related to housing, transportation and economic planning to improve quality of life for residents.]
- Highlights from Phase 3 of the I-15 IRP are as follows:
  - Collaborative work on economic development to increase jobs on both sides of the I-15 corridor.
  - Work on extending transportation into Riverside County
  - Collaborative work on smart growth land use concepts, which are being incorporated into SCAG's RTP.
- The I-580 video was then played, exemplifying how the congestion problem on I-580 between the Bay Area and the San Joaquin Valley was addressed by a multi-agency project. Partners included Caltrans, the Metropolitan Transportation Commission (MTC), San Joaquin Council of Governments (SJCOC), Stanislaus Council of Governments (STANCOG), and the Alameda County Transportation Commission (ACTC).

## **Panel and Audience Participation: Statewide Modal Plans**

- Pam Korte highlighted that the I-580 video effectively lays out the transportation issues faced by the Bay Area and the San Joaquin Valley region. Caltrans will consider the same type of strategies in the CIB effort.
- Caltrans is taking a multi-modal perspective in each modal plan. For example, the Rail Plan considers how it will affect transit.
- Pam Korte then introduced the panel members: Derek Kantar (Aviation), Bruce de Terra (Freight), Jila Priebe (Transit) and Nathan Smith (Rail).
- The ITSP is a highway plan focused on people and the movement of freight – Caltrans receives 25% of state's funds to spend on the highway system and a portion of that is set aside for rail. The remaining 75% is under the purview of the regions.
- The ITSP identifies 34 priority routes in the state, ten of which are identified as the most critical "focus routes".
- The focus routes will be brought to "completion", which means they will be brought to a minimum standard and will link to the rest of system, which will help improve interregional movement.

- The freight update portion will be completed by the end of the year. By that point, analysis will be completed and next steps will be determined.
- Other efforts include an HOV express lane business plan with a focus on completing gaps in the current system and investigating pricing on those facilities.
- There will be a partnership approach to completing work on gaps. The tolling authorities will be one partner and a potential outcome may be a common toll collection mechanism in an effort to create a seamless system.
- The Freight Mobility Plan aims to improve goods movements while minimizing community impacts and incorporating priority corridors defined in 2007. There is also a freight element in the Rail Plan.
- The Rail Plan includes passenger and freight rail, and addresses the large number of passengers who use the system (5.58 million in the past year). A draft plan will be available in the winter of 2012.
- The Transit Plan aims to improve mobility and achieve consensus in order to create a transit vision for California.
- The Aviation Plan promotes airports as business and community hubs. Airports are critical to the economy for processes such as “just-in-time” goods delivery and critical for emergency relief and law enforcement.
- Additionally, airports contribute to nearly 10% of the state’s GDP.
- Issues to deal with include growth; some airports will reach capacity in the coming years so planning for future growth and being aware of the dangers of incompatible land uses are important considerations.
- Pam Korte briefly touched upon the statewide programs in effect such as:
  - Smart Mobility Framework
  - Regional Blueprints
  - Climate Change
  - Habitat Connectivity
  - RAMP/SAMI
  - Guidance on Sea Level Rise
- Chuck Anders led audience participation exercises that included five polling questions and follow-up discussion. The discussion is summarized below by question. Detailed polling responses are provided in Appendix B.
- **Modal Question 1: What would be the most important criterion for Caltrans to consider when deciding the priority for project implementation on “focus routes”?** **(Select up to two responses.)**
  - The answers with the most responses were as follows: traffic volume (57%), safety (45%), and trucking/freight (34%) needs.
  - Bruce de Terra commented that these answers were different from answers in Sacramento; California has a diverse economy and connectivity across the system is critical.
  - This is focused on highways, but we must also think about ports.

- Audience comment: These highway routes are connected to other modes, but that isn't mentioned in the Caltrans brochure [that was handed out at the meeting]. Which percentage of funding are you talking about with the routes you mentioned? 25%? Or 75%?
- Bruce de Terra answered that in the initial plan (2008), Caltrans isolated 34 routes and reviewed issues in each corridor.
- The same audience member responded that we need full integration of movement, not just what is talked about in this one question. This question doesn't address it.
- **Modal Question 2: Which of the following aspects of Freight Mobility would be most useful to you? (Select up to two responses.)**
  - 45% of respondents selected "Prioritized list of projects".
  - 49% selected "Analysis of regional freight issues, trends and projects."
  - Bruce de Terra responded that these responses also differed from Sacramento. There is a large freight network down here, so freight is a topic of interest. He thought mitigation/impacts would rank higher.
  - Nathan Smith added that freight projects now must have an environmental component, which is different from freight projects in the past.
- **Modal Question 3: How can we make the Rail Plan more useful to you? (Select up to two responses.)**
  - The most common responses were as follows: Corridor plans (49%), passenger projections (46%), and freight projections (22%).
  - When asked what people meant when they chose "Other", one response was: It is important to have connections to other modes such as transit; you need to make it easier to use.
  - Nathan Smith mentioned that he will have rail plan workshops in coming year.
  - One audience member asked: how much control does Caltrans have? If it has control, what will it use it for? We could use help; the CT Earth program would be very useful; that and other tools can help Caltrans and other agencies.
  - Another "Other" response was: Cost/benefit analysis should be included; we want to get best bang for our buck.
  - Jila Priebe mentioned that transit does work with rail. The different modal plans look at facilities individually, but the various modes do work with each other to make sure there are connections.
- **Modal Question 4: What are the main challenges to achieving regional coordination in transit planning? (Select up to two responses.)**
  - Popular responses include: – Communication between agencies (58%), Funding (51%), and Policy differences between agencies (48%).
  - Muggs Stoll, SANDAG, stated that operating resources are more important than capital funding.

- Jila Priebe mentioned that coordination is important and this concern was also brought up at the Sacramento Workshop.
- **Modal Question 5: Do you agree or disagree with this statement: Airports play an important role in stimulating economic activity in my region?**
  - Almost 80% of respondents selected “Agree” or “Strongly agree”.
  - One audience member replied that economic development is double-edged sword; airports bring in business, but sometimes business is not green or causes negative effects.
  - Another audience member responded: We have seen no growth in aviation demand in the last 12 years. Why? Yes, airports play important role, but if there is a bad economy, air travel goes down.
  - Derek Kantar noted the trend of airports becoming focused “hubs” for the movement of people and goods. Smaller airports are being turned into community hubs. In some cases, changes in how and where goods move helps reduce congestion. For example, offices have been built up near airports in some locations and goods may be moved only a short distance from the airport to their destinations, rather than longer distances as in the past.

### **Panel and Audience Participation: California Interregional Blueprint Interim Report**

- Sharon Scherzinger provided an overview of the Interim Report (IR).
- SB 391 requires that the IR:
  - Provides a list and overview of Sustainable Communities Strategies (SCS) and Alternative Planning Strategies (APS) from across the state; and
  - Assesses how the SCS and APS will influence the configuration of the statewide integrated multimodal transportation system.
- Data will be gathered using the following methods:
  - Consult MPOs for the best available data;
  - Work closely with the Interim Report Working Group that includes members of the largest California MPOs as well as state agencies and tribal governments; and
  - Describe trends that could impact the ability to achieve GHG reduction targets.
- The IR will also lay the groundwork for statewide GHG analysis in the California Transportation Plan.
- Sharon Scherzinger introduced the Interim Report panelists.
- Highlights from Muggs Stoll (SANDAG) overview:
  - SANDAG completed its SCS. It was adopted along with the RTP on Oct. 28<sup>th</sup>.
  - One of the results of the SCS process was that SANDAG worked more closely with other MPOs than in the past. Collectively, the MPOs took on the challenge of creating an SCS, and SANDAG wouldn't have been able to do it without this collaboration.

- SANDAG chose 2050 as a horizon year, mostly because of its sales tax measure, a critical funding element, continues until 2048.
- The horizon year became a source of problems for SANDAG. The agency was conservative with its estimate and per-capita GHG reduction actually went down between 2035 and 2050, from 13% to 10%.
- The SCS is a combination of all general plans within the region with a new transportation network that relies more heavily on transit and follows land use planning practices.
- There is no regional growth boundary, but in San Diego County, there is a de facto boundary related to habitat planning that prohibits large swaths of land from being developed. Since nearly 80 percent of planned housing is multi-family, Muggs asked rhetorically if it was realistic to increase that number further.
- He is curious if other regions come up with different numbers during this process of creating the Interim Report.
- Highlights from Doug Williford (SCAG) overview:
  - It has been challenging to coordinate with so many people, but yields even better planning documents.
  - However, there was support for the SCS as the SCAG General Assembly voted 100-1 to move forward with the SCS.
  - Next steps include releasing the Draft SCS and RTP in December, a comment period, and a scheduled approval date in April.
  - The challenges and opportunities are the same. Three counties have approved half-cent sales tax measures.
  - Metrolink is great resource, but still untapped; there is much potential for more connections.
  - Even though car is king in the SCAG region, the agency was surprised at how much mixed-use and TOD development there is in the area; there is still a lot more that can be done, however.
  - SCAG is working with local jurisdictions to determine where to locate residential and non-residential land uses in the future; there has been a lot of cooperation and coordination.
  - SCAG will reach its 2020 and 2035 targets according to the plan and will publish final numbers in a few weeks.
- Highlights from Doug Ito, California Air Resources Board (CARB), overview:
  - SB 375 was passed three years ago.
  - One of the hallmarks was to bring MPOs together to interact with each other.
  - ARB went through work with the Regional Targets Advisory Committee.
  - ARB is excited that Caltrans is working with the MPOs (through SB 391 work) to figure out how to integrate the various efforts into a transportation system that makes sense.
  - Doug Ito is looking forward to seeing vision for making California multimodal.

- This is a great challenge and the feedback part is important as it will provide insight into how plan will turn out.
- Chuck Anders led audience participation exercises that included four polling questions and follow-up discussion. The discussion is summarized below by question. Detailed polling responses are provided in Appendix B.
- **Interim Report Question 1: What do you think will be the biggest influence of SCSs on the “configuration of the statewide integrated multimodal transportation system”? (select one response)**
  - Top responses included: “Change the types of projects that will be needed in interregional corridors (45%)” and “Change the need for system management or pricing in interregional corridors”.
  - About 15% of respondents selected “Change the demand for interregional travel”.
  - Doug Williford responded that goods movement is a major topic in the region as it contains two of the country’s busiest ports. (Combined, the ports bring in 40% of shipping in U.S.). It is very important to maintain efficient goods movement.
  - Once goods from the Ports reach I-15, that traffic starts to affect the interregional network, so we need to figure out how to move it efficiently.
- **Interim Report Question 2: How should the Interim Report address integrated transportation and land use in rural areas? (select all that apply)**
  - Almost 80% of respondents selected “Discuss jobs/housing balance between rural and urban areas”.
  - 67% selected “Discuss influence of interregional travel from urban areas on rural transportation needs”.
  - 53% selected “Discuss transportation and economic vitality for rural areas”.
- **Interim Report Question 3: Which of the following topics should be top priorities for the Interim Report?**
  - 55% selected “Demand for interregional passenger travel” and 31% selected “Demand for freight travel”.
  - When Chuck Anders asked why people selected these answers, he received the following responses:
    - Muggs Stoll: Regions are putting forth an effort in doing their SCSs and Caltrans has opportunity to stitch everything together.
    - A webcast participant responded: “Traffic passing through rural areas, between urban areas on either side, creates huge needs that are impossible to address because many funding sources are allocated based on population.”
- **Interim Report Question 4: In which of the following areas can the Interim Report make its greatest contribution for your agency’s planning needs (select up to two responses)?**

- 83% responded “Integrating local, regional, and state strategies” and 59% responded “Travel between regions”.
- An audience member asked how the Smart Mobility Framework is a tool to inform the CTP.
- The discussion ended with the idea of keeping trips more within the region. Some MPOs are looking for an overall strategy on how to make changing areas more urban.
- An audience member asked: How will this be integrated into the [California] Strategic Growth Council’s work?
- One element is integrated modeling proposals and the inclusion of public health issues with transportation.
- The Strategic Growth Council’s work will feed into MPO efforts, which in turn feeds into Caltrans’ effort. One component is modeling grants. Additionally, there are federal programs run by agencies such as EPA and HUD. There are many different “bins”, but everyone is working toward the same goal. It is important to recognize the synergies between local, regional, and other efforts.
- Muggs Stoll mentioned that SANDAG is already using SGC funding to update its Comprehensive Regional Plan, which was last approved in 2004. It is an iterative effort.
- Question: How does ITS/511 fit with interregional plan?
- Transportation operations is critical to the transportation system, but often does not get talked about as much as other components, so we need to do a better job of messaging that piece; Caltrans can help raise the profile of operations.

## **Closing Remarks**

- Ron West emphasized that this is just the beginning.
- Martin Tuttle gave closing remarks.
- Next workshop in April; this effort only works if you work.
- These plans are the vehicle for next round of funding, so they are important. People in transportation are at the forefront of the economic recovery.
- Doug mentioned partnerships with ARB; this is an exciting time for transportation.
- We are rolling up a statewide vision; we’ve hit a new mark; we are matching up transportation investments to fit visions that agencies see and projects that complement that vision.

## Appendix A. Workshop Participants

**Table A1. In-Person Participant List**

Number	Last Name	First Name	Organization	Organization Type
1	Woods	Dennis	City of South Pasadena	City or County Government
2	Nadela	Carl	Los Angeles County Department of Regional Planning	City or County Government
3	Ali	Muhammad	Los Angeles County Dept. of Public Works	City or County Government
4	Fuhrman	Jay	Los Angeles County Metro	City or County Government
5	Wong	Philbert	Los Angeles County Metro	City or County Government
6	Abrichami	Lori	Los Angeles County Metro	City or County Government
7	Alameida	Stacy	Los Angeles County Metro	City or County Government
8	Jepson	Sarah	Los Angeles County Metro	City or County Government
9	Jong	Benkin	Los Angeles County Metro	City or County Government
10	Mardrussian	Silva	Los Angeles County Metro	City or County Government
11	Choi	Jane	Los Angeles Department of City Planning	City or County Government
12	Morris	Michael	FHWA	Federal Agency
13	Perez	Brenda	FHWA	Federal Agency
14	Scott	Craig	Automobile Club of Southern California	Nonprofit/Advocacy
15	Greene	Steven	AECOM	Other
16	Arellano	Genoveva	Arellano Associates	Other
17	Velazquez	Raul	Arellano Associates	Other
18	Crook	William	California State University, Long Beach	Other
19	Bierce	Eric	Cambridge Systematics	Other
20	Bailey	Glenn	City of LA Bicycle Advisory Committee	Other
21	Sahakan	Andre	Cordoba Corporation	Other
22	Yesayan	Erik	Cordoba Corporation	Other
23	Lantz	Stephen	CSULB CITT	Other
24	Haley	Karl	Haley Associates LLC	Other

Number	Last Name	First Name	Organization	Organization Type
25	Artesia	Mauro	LA SAFE	Other
26	Devlin	Chris	Montbury Consulting Inc	Other
27	McCoy	Mike	UC Davis	Other
28	Matute	Juan	UCLA	Other
29	Armstrong	Michael	SCAG	Regional Planning Agency
30	Butala	Mark	SCAG	Regional Planning Agency
31	Sarnecki	Jennifer	Southern California Association of Governments	Regional Planning Agency
32	Gouveia	Manuel	Office of Senator Carol Liu	State Agency
33	Dickerson	Chelsea	CHSRA	State Agency/Other
34	Martinez	Jose	HSRA/Cordoba	State Agency/Other

**Table A3. Webcast Participant List\***

Number	Last Name	First Name	Organization	Organization Type
1	Ernest	Lopez	AQMD	City or County Government
2	Michael	McCabe	City of Delano	City or County Government
3	Rick	Marshall	County of Napa	City or County Government
4	Sheldon	Peterson	RCTC	City or County Government
5	Wendy	Alfsen	California WALKS	Nonprofit/Advocacy
6	Isella	Ramirez	East Yard Communities for EJ	Nonprofit/Advocacy
7	Thomas	O'Brien	CSULB	Other
8	Jennifer	Farinas	Port of Long Beach	Other
9	Jim	Maloney	Port of San Francisco	Other
10	Erica	Myers	VRPA Technologies	Other
11	Mark	Baza	Imperial CTC	Regional Planning Agency
12	Nephele	Barrett	Mendocino COG	Regional Planning Agency
13	Peter	Imhof	SBCAG	Regional Planning Agency
14	Elizabeth	Wright	TCAG	Regional Planning Agency
15	Brian	Brandert	brian_brandert@dot.ca.gov	State Agency
16	Nelson	Wong		Unknown
17	Steve	Devencenzi		Unknown
18	Duane	Baker		Unknown
19	Melanie	McCann		Unknown
20	Yang	Wang		Unknown
21	C	Schmidt		Unknown
22	Bayarmaa	Aleksandr		Unknown
23	David	Salgado		Unknown

\*Note: There were 66 anonymous webcast participants.

**Table A4. Summary Table**

Number of in-person participants	52
<i>Non-Caltrans Staff</i>	34
<i>Caltrans Staff (non Headquarters)</i>	18
Total Number of Webcast Participants	89
<i>Number of webcast participants who identified themselves</i>	23
<i>Number of anonymous webcast participants</i>	66
<b>Total Number of Participants</b>	<b>141</b>

## Appendix B. Los Angeles Workshop Polling Results

1) What type of organization do you represent today? (select one)

Answer Choices	Responses
Municipal Government	11.4%
County Government	4.3%
MPO or RTPA (within MPO region)	12.9%
Rural RTPA	1.4%
State Agency	34.3%
Transit Agency	10.0%
Tribal Government	1.4%
Nongovernmental Organization	8.6%
Other	15.7%
<b>Totals</b>	100.0%
<b>Number of Respondents</b>	70

2) How are you participating in today's workshop? (select one) (multiple choice)

Answer Choices	Responses
In-person at the workshop	68.5%
Remote via Webcast	31.5%
<b>Totals</b>	100.0%
<b>Number of Respondents</b>	73

3) What would be the most important criteria for Caltrans to consider when deciding the priority for project implementation on focus routes? (Select up to two responses) (multiple choice)

Answer Choices	Responses
Traffic Volume	47.3%
Safety	37.6%
Trucking/Freight Needs	28.0%
Alternate Route Availability	16.1%
Potential Funding Partnerships	20.4%
Other	4.3%
<b>Totals*</b>	153.8%
<b>Number of Respondents</b>	143

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**4.) Which of the following aspects of the Freight Mobility Plan would be most useful to you? (select up to two responses) (multiple choice)**

<b>Answer Choices</b>	<b>Responses</b>
Statewide freight policies	15.1%
A prioritized list of goods movement projects	35.5%
Funding sources and strategies	26.9%
Mitigation measures for environmental/community impacts	23.7%
Updated freight and GIS products	2.2%
Analysis of regional freight issues, trends and projects	37.6%
Other	5.4%
<b>Totals*</b>	<b>146.2%</b>
<b>Number of Respondents</b>	<b>136</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**5.) How can we make the Rail Plan more useful to you? (select up to two responses) (multiple choice)**

<b>Answer Choices</b>	<b>Responses</b>
Statewide priorities	29.0%
Corridor plans	37.6%
Project lists	14.0%
Passenger projections	35.5%
Freight projections	17.2%
New GIS and mapping resources	5.4%
Other	4.3%
<b>Totals*</b>	<b>143.0%</b>
<b>Number of Respondents</b>	<b>133</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**6.) What are the main challenges towards achieving regional coordination in transit planning? (select up to two responses) (multiple choice) \***

<b>Answer Choices</b>	<b>Responses</b>
Communication between agencies	41.9%
Policy differences between agencies	34.4%
Funding	36.6%
Resources	14.0%
Other challenges	8.6%
No challenges	4.3%
<b>Totals*</b>	<b>139.8%</b>
<b>Number of Respondents</b>	<b>130</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**7.) Do you agree or disagree with this statement: "Airports play an important role in stimulating economic activity in my region?" (select one response) (multiple choice)**

<b>Answer Choices</b>	<b>Responses</b>
Strongly disagree	8.8%
Disagree	4.4%
Neutral	7.4%
Agree	25.0%
Strongly agree	52.9%
No opinion	1.5%
<b>Total</b>	<b>100%</b>
<b>Number of Respondents</b>	<b>68</b>

8.) What do you think will be the biggest influence of SCSs on the “configuration of the statewide integrated multimodal transportation system?” (select one response) (multiple choice)

Answer Choices	Responses
Change the demand for interregional travel	14.5%
Change the types of projects that will be needed in interregional corridors	45.2%
Change the need for system management or pricing in interregional corridors	25.8%
Will not have any influence	8.1%
Other	6.5%
<b>Total</b>	<b>100%</b>
<b>Number of Respondents</b>	<b>62</b>

9.) How should the Interim Report address integrated transportation and land use in rural areas? (select all that apply) (multiple choice)

Answer Choices	Responses
Discuss influence of interregional travel from urban areas on rural transportation needs	45.2%
Discuss jobs/housing balance between rural and urban areas	53.8%
Discuss transportation and economic vitality for rural areas	39.8%
Discuss Blueprint planning efforts	24.7%
Other	6.5%
<b>Total*</b>	<b>169.9%</b>
<b>Number of Respondents</b>	<b>158</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**10.) Which of the following topics should be top priorities for the Interim Report? (select up to two responses) (multiple choice)**

<b>Answer Choices</b>	<b>Responses</b>
Extent of economic growth	14.0%
Location of economic growth	26.9%
Demand for interregional passenger travel	37.6%
Demand for freight travel	21.5%
Interaction between regional and statewide projects	26.9%
Other topic	2.2%
Don't address what we don't know	1.1%
<b>Total*</b>	<b>130.1%</b>
<b>Number of Respondents</b>	<b>121</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

**11.) In which of the following areas can the Interim Report make its greatest contribution for your agency's planning needs? (select up to two responses) (multiple choice)**

<b>Answer Choices</b>	<b>Responses</b>
Travel within rural areas	0%
Travel between regions	37.6%
Integrating local, regional and state strategies	52.7%
Identifying ways to improve of SB 375 and SB 391 implementation	20.4%
Other	4.3%
Don't know	2.2%
<b>Total*</b>	<b>117.2%</b>
<b>Number of Respondents</b>	<b>109</b>

\*Note: The results were calculated as they were during the workshop, as follows, so the total might not add up to 100%: (number participants selecting an individual choice / total number of participants responding)\*100

## Appendix C. Webcast Email Comments

Comment	Source
Traffic passing through rural areas, between urban areas on either side, creates huge needs that are impossible to address because many funding sources are allocated based on population.	Napa County Public Works
*I am here because my community is concerned with the expansions of freeways, local roads, and other infrastructure that boosts goods movement, but seems to ignore the need for real expansion of our public transportation. I want to see how this need might be addressed as we move forward in California.	Isella Ramirez
*Other: Public Health	Isella Ramirez
*Why are potential impacts on the regional public health status and local residential area health & quality of life impacts not part of the criteria list?	Isella Ramirez
*The assumption that freight needs to continue by truck rather than by rail, due to "expense of rail", should be re-examined, analyzed and the GHG consequences included as part of the "cost" in the analysis.	Isella Ramirez
*other: transit operating funding	Isella Ramirez

\*Comments marked with an asterisk did not come through the cibfeedback email address, so were not seen during the workshop; they were submitted through the feedback button.