

CTP2040

CALIFORNIA TRANSPORTATION PLAN

FOCUS GROUP SUMMARY REPORT

Prepared by:



VRPA Technologies, Inc.
4630 W. Jennifer Street, Suite 105
Fresno, CA 93722
www.vrpatechnologies.com
Project Manager: Georgiena M. Vivian

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List of Appendices

Appendices (A) through (G) provide a synopsis of each focus group session and Appendix (H) identifies the steps taken to plan, analyze and document the focus group sessions. These supplementary appendices are available upon request from the California Department of Transportation, Division of Transportation Planning MS-32, P.O. Box 942874, Sacramento, CA 94274-001 Phone: (916) 653-1637

Executive Summary

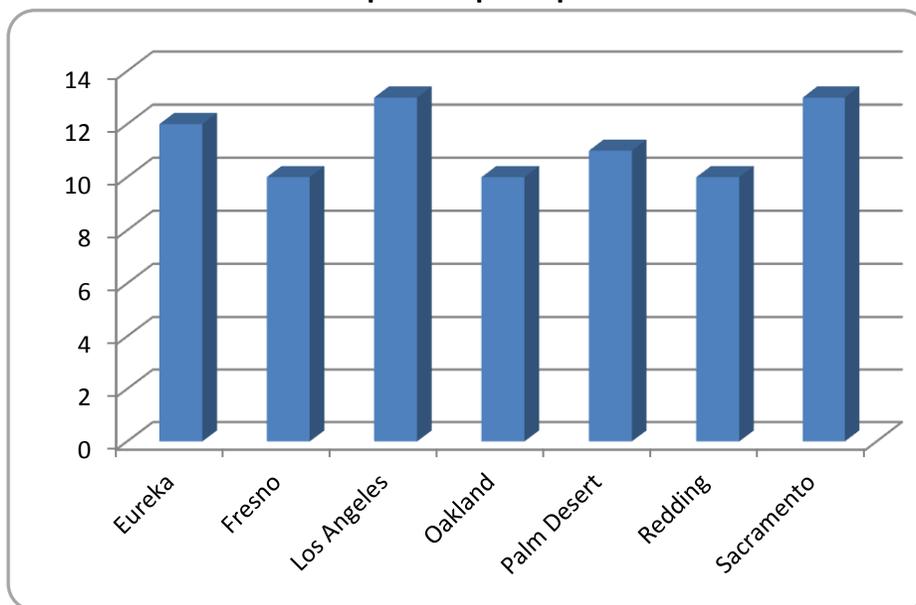
This report provides a background summary of focus groups conducted with the public for the update of Caltrans' 2040 California Transportation Plan (CTP).

Federal and state laws and regulations require Caltrans to develop a statewide long-range transportation plan every five years. Caltrans' current focus is to review and update their long-range transportation plan known as the California Transportation Plan (CTP) for a 2040 planning horizon by incorporating elements of previous plans and integrating new recommendations. The CTP is not project specific; rather, it is a policy driven document designed to shape California's transportation vision for the next 25 years. The plan envisions a sustainable and integrated system that improves mobility and the quality of life.

The update of the Public Participation Plan (June 2013) supports the Department's mission to involve the public in the transportation decision-making process and responds to requirements. Focus groups were determined to be the best method for obtaining quality input and in-depth information from the public about transportation issues.

Recruitment for the focus groups was accomplished by posting ads in the Community Volunteers and Jobs [ETC] categories on craigslist.org website and through telephone surveys. Seventy-nine people participated in seven statewide focus group sessions with 10 – 13 participants. All focus groups included a variety of ages, gender, race, occupations, income, education levels, and primary travel modes.

Focus Group Participants per Location



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Each focus group followed the same format to maintain consistency. Participants responded to a series of broad questions intended to generate open discussion for feedback and comment on emerging issues relevant to transportation trends and challenges facing the State. The intent of each question was to determine the current public perception about the transportation system as it relates to such issues as climate change and greenhouse gas policies, environmental protection and preservation, housing and land use, economic growth, freight mobility, sustainable resources, and transportation funding. Questions also focused on the goals and policies from the CTP draft framework to determine how effective the policies address the goals that support the overall vision of the future transportation system.

Comparing the input gathered from each of the seven focus groups revealed the following high-level, overarching comments:

- ✓ All participants identified funding as the biggest challenge facing the State. Including funding revenues generated for meeting transportation needs, finance funding for the implementation of transportation projects, and funding sources from traditional and nontraditional resources. In addition, participants expressed concern about whether public resources are being invested wisely.
- ✓ Although participants were aware and supportive of the efforts to reduce the effects of global warming, sea level rise and greenhouse gas emissions, travel time and cost were the primary factors influencing which mode or what route to take.
- ✓ Although participants were supportive of transit services, they felt transit routes and schedules were unreliable and infrequent. They also felt reduced fees and incentive are needed to make transit a more viable choice.
- ✓ All participants felt that the highest priority to preserve the transportation system is to maintain and restore the existing system before problems arise.
- ✓ All participants felt the best way to improve biking is to construct more bikeways, improve connectivity with transit provide safe and well-maintained bikeways and roadway shoulders and educate bicyclist and motorist about the rules of the road.
- ✓ All participants felt the best way to improve walking is to construct more sidewalks, improve intersections and crosswalks, improve connectivity between sidewalks and transit, and improve lighting conditions.
- ✓ The majority of participants were receptive to the CTP 2040 vision statement.

Introduction

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet California’s future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies and strategies to achieve a collective vision for California’s future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances the quality of life. The CTP is prepared in response to federal and state laws and regulations and is updated every five years. The CTP is not project specific; rather, it is a policy driven document designed to shape California’s transportation vision for the next 20 years or more.

The Public Participation Plan (June 2013) supports Caltrans’ mission to involve the public in the transportation decision-making process and responds to federal laws and regulations as well as state laws and policies. As part of the public participation process, it was determined that the best way to obtain quality public input and in-depth information about California’s transportation trends and challenges would be through the medium of open dialogue with focus groups. The focus group approach was chosen for its proven effectiveness in learning and understanding attitudes and opinions of individuals. In addition, the ability of a skilled facilitator can gather data by encouraging participants to share their ideas and opinions on a designated topic.



Oakland Focus Group Session

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To validate the direction of the CTP 2040 update, general public focus group sessions took place in seven geographically representative locations in the State:



- ✓ Two in Northern California
 - City of Eureka in the North Coast Region
 - City of Redding in the Cascade Region
- ✓ Two in Central California
 - City of Sacramento in the Sacramento Valley Region
 - City of Fresno in the San Joaquin Valley Region
- ✓ One in Southern California
 - City of Palm Desert in the Coachella Valley Region
- ✓ One in the Los Angeles Basin Area
 - City of Los Angeles
- ✓ One in the San Francisco Bay Area
 - City of Oakland

Results of the focus group sessions will help Caltrans identify statewide and regional transportation trends and challenges facing California's transportation system, which will aid in the development of the CTP 2040.

Focus Group Methodology

The target population Caltrans wanted to reach included the general public who met certain demographic criteria for compliance with Title VI and Environmental Justice (EJ) requirements. Focus Group participants were recruited from the general public through an advertisement on Craigslist in "Community" under the "General and Volunteers" categories and "Jobs" under the "[ECT]" category (Reference Exhibit A, Craigslist Ad). An incentive for participation in the focus group included a \$75.00 Visa prepaid card and box lunch, which served as a stimulus to attend the session. People interested in participating in the focus group emailed their contact information to the consultant. The consultant then called potential participants and conducted a phone survey (Reference Exhibit B, Recruitment Phone Script) and developed a matrix of

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demographic characteristics such as gender, race, disability, age, income, education, mode of travel and what city they lived in (Reference Exhibit C, Focus Group Demographics). Based on the collected demographic data, 10 to 13 participants were selected to form a diverse cross-section of the population. Exhibit D presents the geographic distribution and participation from the focus group samples. The Craigslist advertisement worked well in urban areas; however, Craigslist was less successful in rural areas. Because of the poor response rate to Craigslist in rural areas, the services of AIS Marketing Research were employed to conduct telephone surveys to recruit four additional participants for the Palm Desert focus group and all the participants for the Redding and Eureka focus groups.

After the selection process was complete, each participant received an email consisting of a graphical invitation that included directions to the focus group location and an admission ticket (Reference Exhibit E, Focus Group Invitations). The focus groups were limited to 10 to 13 participants; as a result, the remaining unselected respondents received an email announcing the closure of the focus group and thanking them for their interest.

Each focus group was held at a downtown facility that was ADA compliant and accessible by public transportation and private vehicle. Each session was 2½ hours and would start at approximately 6:00 PM and end at 8:30 PM. A 3-person facilitation team conducted each focus group: one facilitator, one co-facilitator to take notes on butcher paper or large notepad, and one note-taker to record the session on a handheld digital audio device and to take notes on a laptop computer. In addition, three Caltrans employees (two from headquarters Office of State Planning and one from the local district planning office) sat in the back of the room to observe the session.

The consultant provided each participant with a workbook that included a notebook, writing utensils, and handout materials (See Exhibit F, Handout Material). The consultant presented a PowerPoint presentation that included a combination of open-ended discussion and multiple-choice questions. Participants answered the open-ended questions in their own words and used an Audience Response System (clickers) to respond to multiple-choice questions in a polling format, which provided real-time responses that created interactivity between the facilitator and audience.

The questions were drafted and revised by Caltrans project staff with the assistance of VRPA Technologies Inc., which focused on transportation trends and challenges facing the State such as population increase, aging population, traffic congestion, funding, freight movement, public health, air quality and climate impacts, environmental protection and preservation, and repairing and maintaining the infrastructure. In addition, the questions concentrated on the goals and policies from the CTP 2040 draft policy framework developed by the Policy Advisory Committee (PAC) made up of representatives from transportation agencies and key stakeholders. The questions were designed to determine how effective the policies address the goals and support the overall vision of a sustainable multi-modal transportation system.

Expected Outcomes

The following expected outcomes were prepared to ensure that the focus groups furthered the CTP 2040 outreach process:

- ✓ Validate the direction of the CTP 2040 effort and determine if any relevant and/or missing issues were addressed
- ✓ Encourage public outreach to ensure transportation decisions better reflect community values and interests
- ✓ Inform the public about the transportation planning and programming process
- ✓ Involve the public in the transportation decision-making process
- ✓ Foster community participation and community-government collaboration
- ✓ Facilitate compliance with federal laws and regulations as well as state laws and policies

Summary of Findings

The polling and discussion questions were intentionally broad, covering a variety of topics related to California's transportation system. The questions provided participants an opportunity to voice their opinions regarding strengths, weaknesses and challenges facing California's future transportation system, and suggestions for improvement. Comparing the input gathered from each of the seven (7) focus groups revealed common themes including the following.

- ✓ The majority of participants were unfamiliar with the CTP prior to participating in the focus group. Those who indicated they had heard of the CTP, contributed it to discussions connected with High Speed Rail (HSR)
- ✓ Transportation funding is one of the biggest challenges facing the state in maintaining, improving and expanding the overall transportation system network
- ✓ Travel time (efficiency) is the number one factor participants consider when selecting their mode of travel

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- ✓ Traffic congestion is a major concern because it significantly increases travel time
- ✓ Public transportation is a safe and affordable way to commute that saves energy, reduces congestion and helps the environment; however, in its current state, public transportation is inconvenient, unreliable, inefficient or unavailable from participant's home or work
- ✓ Environmental impacts are a growing concern including a wide variety of local issues such as air and water quality and those on a global scale such as climate change, sea level rise and greenhouse gas emissions
- ✓ Environmental laws and regulations should be revised to consider and enhance the protection of resources throughout the planning and construction process
- ✓ The CTP 2040 vision statement on the most part was well received by the majority of participants; however, a few felt it was too idealistic and appealing
- ✓ Traditional media (television, radio, and newspapers) was the primary choice for providing information to the public. Although the majority of participants were connected to social media, they felt the best way to create awareness and engage the public through traditional media
- ✓ The sheer size and scope of the State's transportation system and modal diversity including highways, rail, bikeways, and public transit is a remarkable accomplishment. On the other hand, California's size imposes challenges to maintain and operate the transportation system. There was agreement that change and improvement is protracted. Many spoke of how lengthy construction repairs take and how long projects spend in the planning stage
- ✓ Public transportation in the Bay Area is well thought out and a good example of how a system should function. However, Oakland focus group participants cited shortfalls to the Bay Area public transportation system such as the lack of parking capacity, CalTrain reliability and problems with Clipper Cards. Most participants felt the public transportation system in their region was ineffective because of inconvenient routes, infrequency, inefficiency, and travel time delays. However, many participants agreed that improving these issues would



Palm Desert Focus Group Session

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increase ridership, which in turn would reduce traffic congestion and preserve the environment.

- ✓ Alternative transportation options should be explored and connectivity improved between different modes of travel to create an integrated and seamless system
- ✓ Toll roads and/or tax increases to help reduce traffic congestion, improve travel time and enhance the quality of life had mixed results. However, some participants indicated that they pay enough taxes and that government officials have not been good stewards of the funding sources entrusted to them
- ✓ Funding should focus on maintaining and repairing the existing transportation infrastructure before considering expansion
- ✓ Connectivity should be the focus on expanding the public transit system to meet the demand of a multimodal transportation network
- ✓ Cars dominate the landscape and participants feel that we live in and cater to a “Car Culture” and that it will be difficult to change people’s mindset to encourage the use of public transportation
- ✓ Bicycle and pedestrian facility improvements enhance and encourage biking and walking. However, participants feel bicycling and walking are more practical in urban areas or near college campuses than in outlying rural areas or large retirement communities.

After conducting all seven (7) focus groups, it became apparent that there were differences between responses and discussions between urban and rural regions of the State:

- ✓ Participants from urban areas were more concerned about traffic congestion than those in the smaller metropolitan and rural areas
- ✓ Participants from rural areas were more concerned about environmental protection and air quality impacts than those in urban areas
- ✓ Participants from rural areas were more interested in adding pedestrian and bicycle facilities and improving public transportation than those in urban areas
- ✓ Participants from urban and rural areas felt the highest priority was to maintain and restore the current transportation infrastructure
- ✓ Participants from urban regions were more concerned about emergency preparedness than those from rural areas

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- ✓ Participants from Eureka were more concerned about improving the efficiency of freight transportation than other regions
- ✓ Participants in the Central San Joaquin Valley were more interested in promoting public health, and a clean and safe environment than other regions
- ✓ Participants in the Bay Area felt that building additional roads would improve passenger vehicle mobility and reduce congestion. Most other regions were less favorable to constructing new roads
- ✓ Participants in Redding and Eureka felt that bicycling and walking could be improved by providing adequate width and maintenance of shoulders; whereas, participants from other regions felt more bikeways and bike facilities should be constructed
- ✓ Participants considered travel time as their primary factor when selecting a travel mode; whereas, Fresno acknowledged cost and Redding safety.

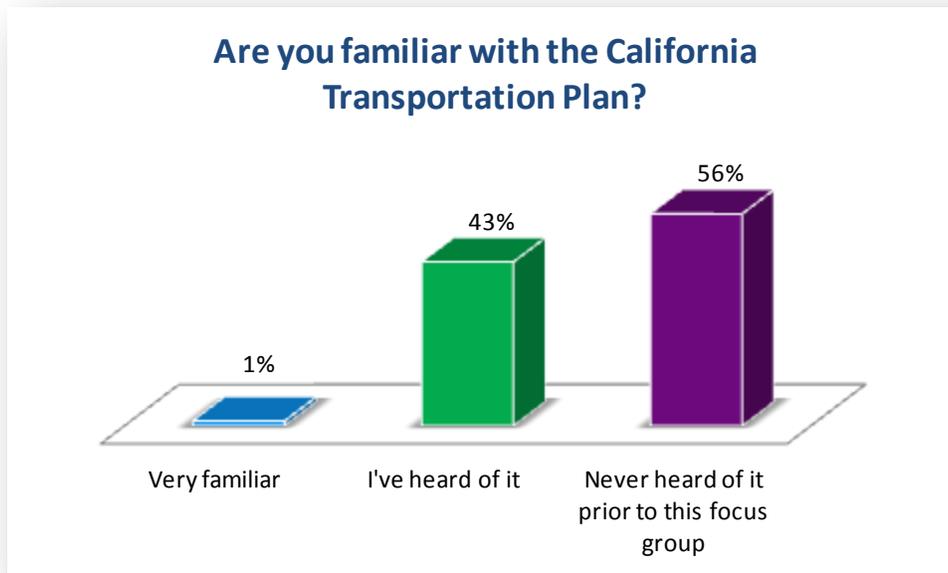
Summary of CTP 2040 Focus Group Sessions

The following is a summary of quantitative (close-ended) and qualitative (open-ended) question responses from each the seven (7) focus group sessions held between August and September 2013 with respect to obtaining information relevant to the development of the CTP 2040.



Redding Focus Group Session

QUESTION 1

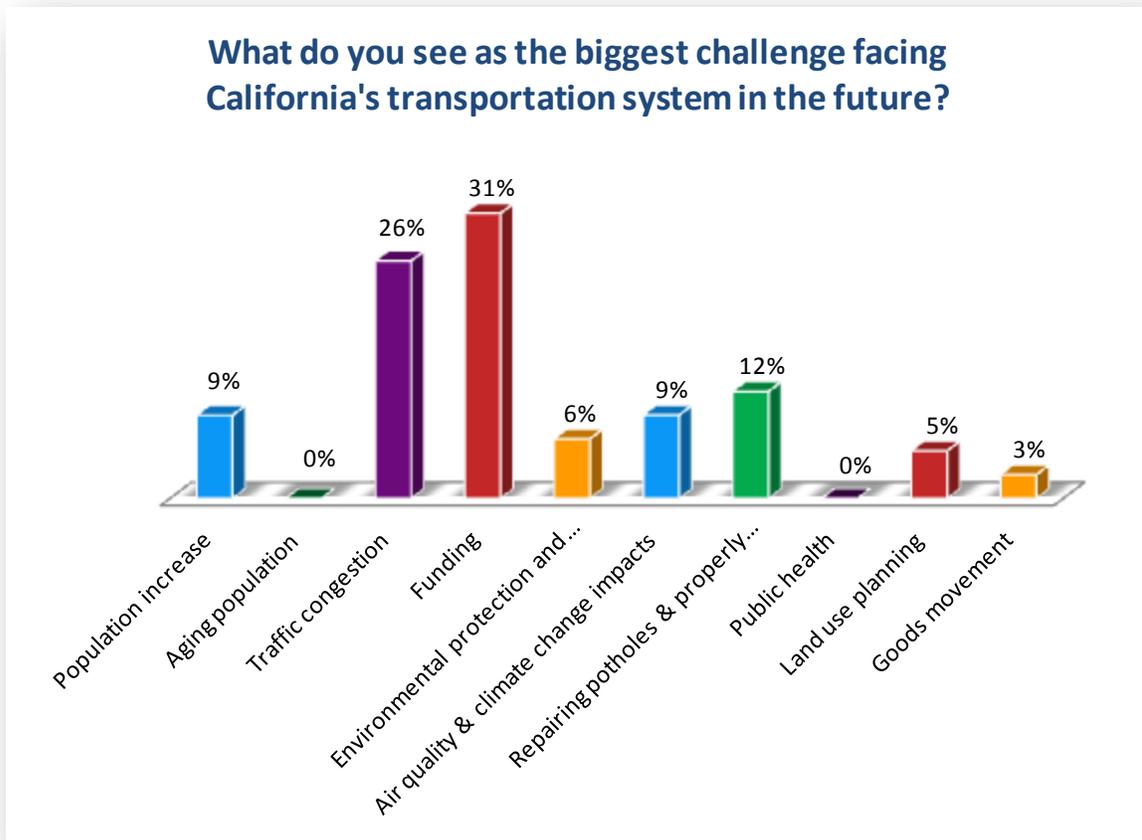


Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Very familiar	1%	0%	0%	8%	0%	0%	0%	0%
I've heard of it	43%	31%	50%	62%	45%	40%	20%	50%
Never heard of it prior to this focus group	56%	69%	50%	31%	55%	60%	80%	50%

The majority of participants were unfamiliar with the CTP prior to attending a focus group session. Those who had heard about it credited friends, colleagues at business meetings, newspaper, radio, or television news. Some recalled hearing about it during discussions about High Speed Rail (HSR). While most people indicated they had never heard of the CTP, they assumed some type of long-range transportation planning document existed. Several participants stated they researched the CTP after committing to attend a focus group.

While most focus group sessions received similar response percentages, most Los Angeles Focus Group participants claimed to be familiar with the CTP because they lived in proximity of Downtown Los Angeles and were knowledgeable and informed about transportation options and issues in their region.

QUESTION 2



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Population increase	9%	8%	20%	15%	0%	10%	0%	8%
Aging population	0%	0%	0%	0%	0%	0%	0%	0%
Traffic congestion	26%	15%	10%	31%	18%	60%	20%	25%
Funding	31%	54%	40%	31%	9%	20%	20%	33%
Environmental protection and preservation	6%	0%	10%	0%	18%	0%	10%	8%
Air quality & climate change impacts	9%	0%	0%	0%	18%	0%	20%	25%
Repairing potholes & properly maintaining the aging infrastructure	12%	8%	20%	0%	27%	10%	20%	0%
Public health	0%	0%	0%	0%	0%	0%	0%	0%
Land use planning	5%	15%	0%	8%	9%	0%	0%	0%
Goods movement	3%	0%	0%	8%	0%	0%	10%	0%

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Overall, most participants felt funding was the biggest challenge. Participants agreed that California is in debt and the economy is uncertain. In addition, the transportation system is expensive to build and maintain. Some felt that funding exists, but the money needs to be used more wisely and not diverted to other uses. The majority of participants noted that many of the challenges overlap.

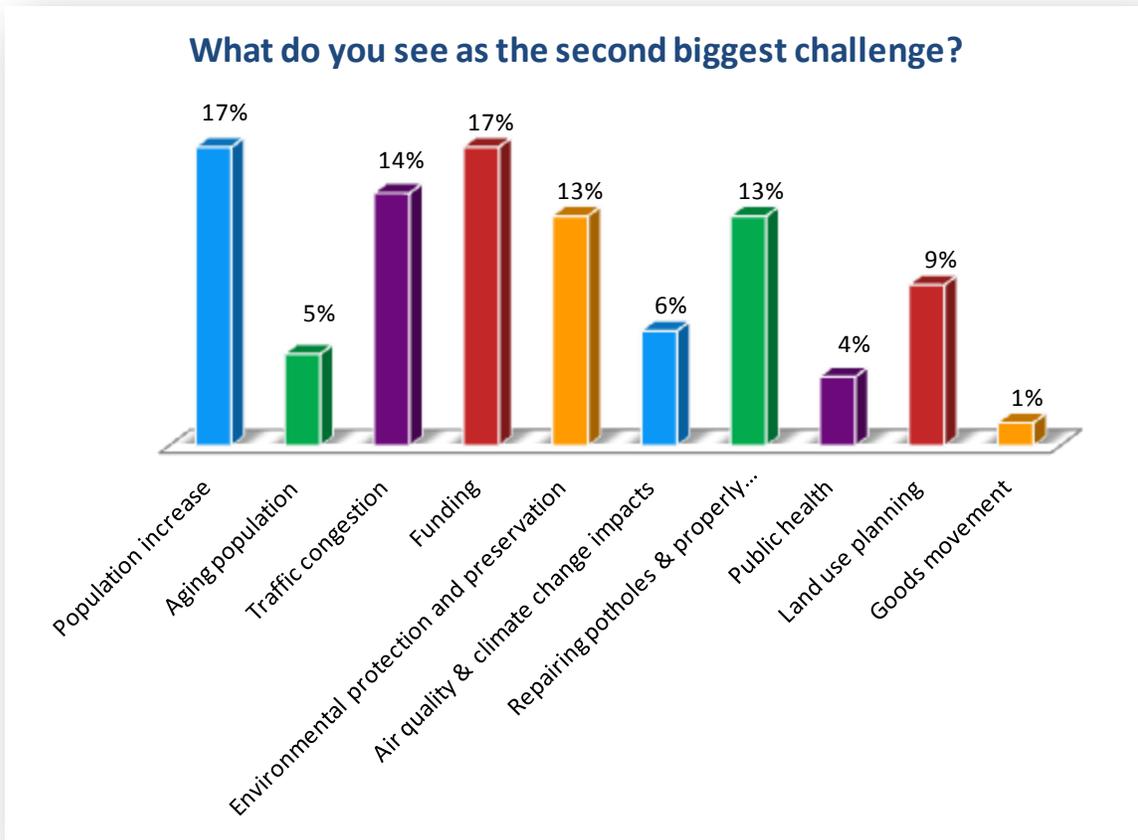
Participants also identified traffic congestion as a major challenge. Although participants feel agencies are continually making construction improvements, there does not seem to be much congestion relief. Consensus of the focus groups was that California has some of the worst traffic congestion, which will worsen as the population increases. Population growth will also affect the convenience and efficiency of public transit. Participants from the Los Angeles focus group were concerned about available public transit options and how they are impacted by traffic congestion.

Some participants suggested that public transit services should be low or no cost to increase ridership and that they would consider using public transit if services were more convenient and efficient. Participants noted population increase as being a challenge because it would add increased demand to an already congested system.

Funding was identified as the biggest challenge in all regions except for Palm Desert and Oakland. Participants in Palm Desert felt the biggest challenge was repairing potholes and maintaining the aging infrastructure while Oakland identified traffic congestion. None of the participants, in any focus group, identified aging population or public health as being a challenge.

In general, participants in rural regions were more concerned about environmental issues, air quality, and climate change than participants in urban regions.

QUESTION 3



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Population increase	17%	8%	10%	31%	18%	40%	0%	8%
Aging population	5%	0%	0%	23%	9%	0%	0%	0%
Traffic congestion	14%	15%	10%	15%	18%	0%	10%	25%
Funding	17%	15%	0%	8%	27%	10%	40%	17%
Environmental protection and preservation	13%	15%	10%	8%	9%	10%	20%	17%
Air quality & climate change impacts	6%	8%	20%	0%	9%	10%	0%	0%
Repairing potholes & properly maintaining the aging infrastructure	13%	23%	30%	8%	0%	10%	10%	8%
Public health	4%	0%	10%	0%	0%	0%	10%	8%
Land use planning	9%	8%	10%	0%	9%	10%	10%	17%
Goods movement	1%	0%	0%	0%	0%	10%	0%	0%

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Overall, the second biggest challenge identified was evenly divided between population increase and funding. However, participants found this to be a difficult question because the responses overlap and affect one another. Participants felt it was important to repair and maintain the existing infrastructure before expanding it. Southern California focus groups identified aging population as a challenge. Oakland acknowledged goods movement, and Eureka and Redding recognized environmental protection and preservation as a challenge.

QUESTION 4

What are the major strengths of California's transportation system?

The major strengths that were commonly identified include:

- ✓ Extensive network, considering the size of the State
- ✓ Convenient and well-integrated modal options (i.e. buses, AMTRAK, and light rail)
- ✓ Agencies do a good job of meeting the needs of all constituencies through public transportation systems
- ✓ The State is always adding new enhancements and improving the system
- ✓ The State is always seeking input to improve its transportation modes including light rail
- ✓ The Internet is a good source for information regarding available transportation systems
- ✓ Mass transit helps reduce traffic
- ✓ Growing efforts to go green and use hybrid buses
- ✓ Fairly affordable system
- ✓ The transportation system is safe
- ✓ California's ability to react to emergencies quickly
- ✓ Transportation works well throughout the vast diversity of our state's different regions
- ✓ Adaptability, especially given the diverse geographic terrains
- ✓ Seamlessness of system; you can go anywhere you want. Also good and consistent maintenance of the transportation infrastructure

Fresno focus group participants felt public transit was ineffective in the Fresno-Clovis-Madera area. However, Oakland participants felt public transit was a major strength in the Bay Area. Participants in other focus groups referenced public transit in the Bay Area as a good example of effective public transportation.

QUESTION 5

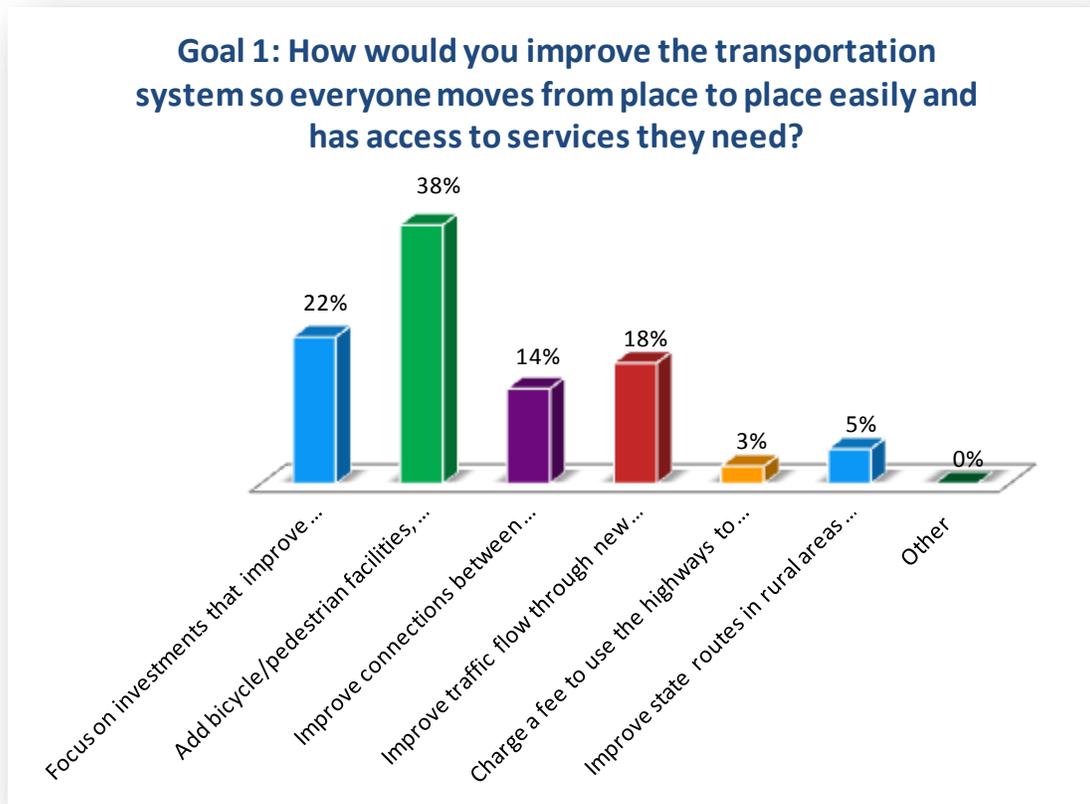
What are the major weaknesses of California's transportation system?

- ✓ The poor condition of roads, due to the lack of maintenance on the aging infrastructure
- ✓ Lack of bicycle facilities for bicyclists. Roads are not bike friendly and bike laws are not observed or enforced
- ✓ Projects/improvements spend too long in the planning stage and aren't implemented quickly
- ✓ We need more public education/advertising regarding available transportation options
- ✓ Traffic congestion continues to worsen because of car dependency
- ✓ Public transportation doesn't extend throughout the entire State and doesn't connect well regionally or between communities
- ✓ Lack of Americans with Disabilities Act (ADA) facilities; compliance is a problem
- ✓ The system is disconnected; you can't get around California with the current public transportation system
- ✓ Agencies do not work together to make improvements which has led to a fragmented system
- ✓ Need to become more technologically advanced

Nearly all the focus group sessions except Oakland identified the public transportation system as a major weakness due to inefficient travel time, infrequent service, and lack of desirable routes. Traffic congestion on freeways was also mentioned in most of the sessions and several facilities were specifically pointed out including State Route 880 in the Bay Area, Sacramento's Capital City Freeway, and State Route 99 in the Central Valley.

The Oakland Focus Group specifically mentioned CalTrain as a weakness concerning the reliability and difficulty reloading funds on Clipper Cards. While participants generally agreed that the BART system was a major strength, they did cite the lack of parking at BART stations as a major weakness.

QUESTION 6



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Focus on investments that improve traffic congestion	22%	8%	30%	23%	0%	40%	40%	17%
Add bicycle/pedestrian facilities, increase public transit and passenger rail service, etc.	38%	31%	30%	23%	55%	30%	40%	58%
Improve connections between modes	14%	15%	30%	15%	18%	10%	10%	0%
Improve traffic flow through new technologies	18%	31%	10%	23%	18%	10%	0%	25%
Charge a fee to use the highways to manage travel demand and encourage transit use or other transportation	3%	8%	0%	0%	0%	0%	10%	0%
Improve state routes in rural areas to provide better connections to other areas	5%	8%	0%	8%	9%	10%	0%	0%
Other	0%	0%	0%	0%	0%	0%	0%	0%

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Overall, the majority of participants would improve the transportation system by adding bicycle and pedestrian facilities, and increasing public transit and passenger rail service, etc.

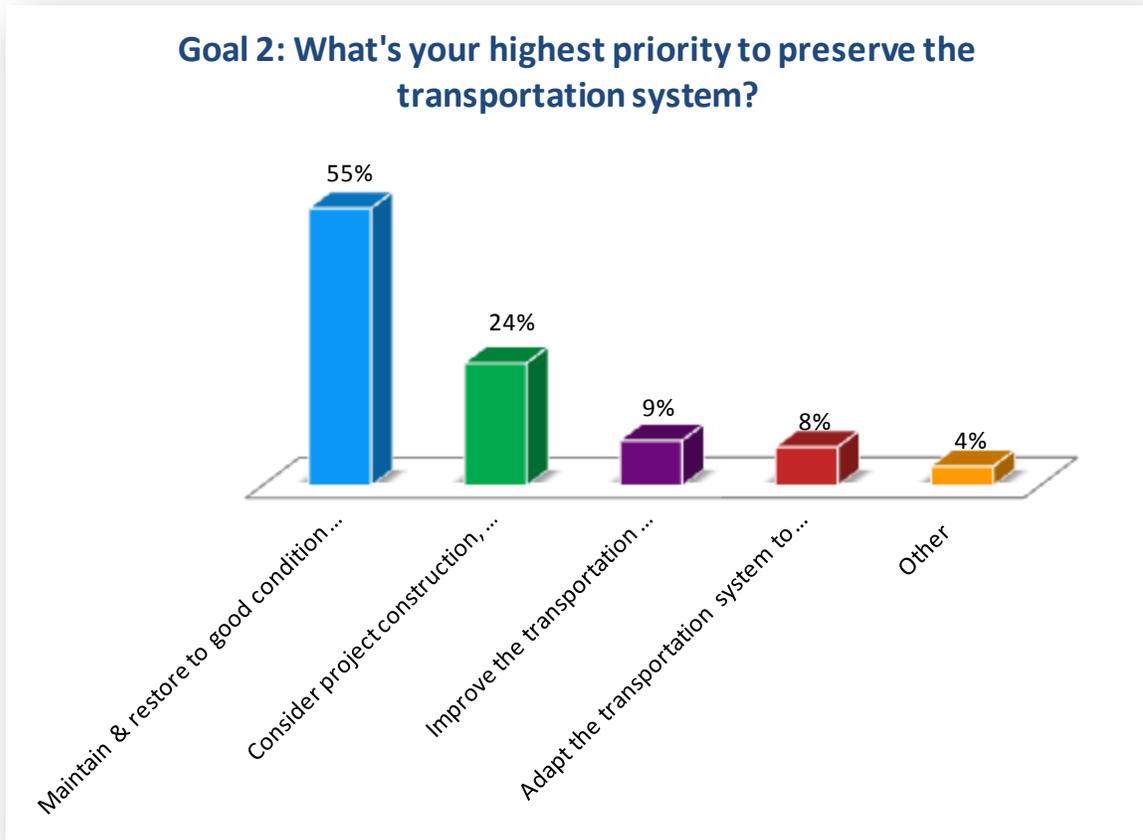
Participants felt some cities and communities in California do not have efficient public transportation or connectivity between modes. Some felt increasing gas prices may encourage people to consider using public transportation, provided there are better options and reliable service. Some participants cited safety as a concern with bicycle and pedestrian travel and felt the construction of new bikeways and sidewalks, and the improvement of existing facilities would improve safety as well as ADA compliance requirements. Participants did agree that certain modes of travel are better suited in certain areas, and less so in others. For example, bicycle facilities would be well suited in areas near college campuses and less suited in areas considered retirement communities. Some participants also mentioned that increasing public transportation ridership is the key to preserving the environment.

Focusing on investments that improve traffic congestion was the second highest response. Participants felt that most people favor their own vehicles, so improvements should also be made to vehicular traffic congestion. However, with funding limited, some participants felt funds should not be used for expansion; rather, it should be focused on maintaining and improving the current system.

Improving traffic flow through new technologies had a higher response rate in the Sacramento, Los Angeles, and Eureka Focus Group sessions. Respondents felt that we cannot continue to rely on the same “old fixes” and should consider new technologies to provide solutions.

The Sacramento and Redding Focus Groups were the only sessions with participants that voted to charge a fee to use the highways as a method to manage travel demand and encourage transit use.

QUESTION 7



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Maintain & restore to good condition the transportation system before problems arise	55%	69%	30%	62%	55%	60%	40%	58%
Consider project construction, maintenance, & costs during the decision-making process	24%	8%	30%	15%	27%	40%	40%	17%
Improve the transportation infrastructure to address the Americans with Disabilities Act (ADA), storm water runoff, & other regulations	9%	0%	20%	15%	9%	0%	10%	8%
Adapt the transportation system to reduce climate change impacts (like sea level rise)	8%	8%	10%	0%	9%	0%	10%	17%
Other	4%	15%	0%	8%	0%	0%	0%	0%

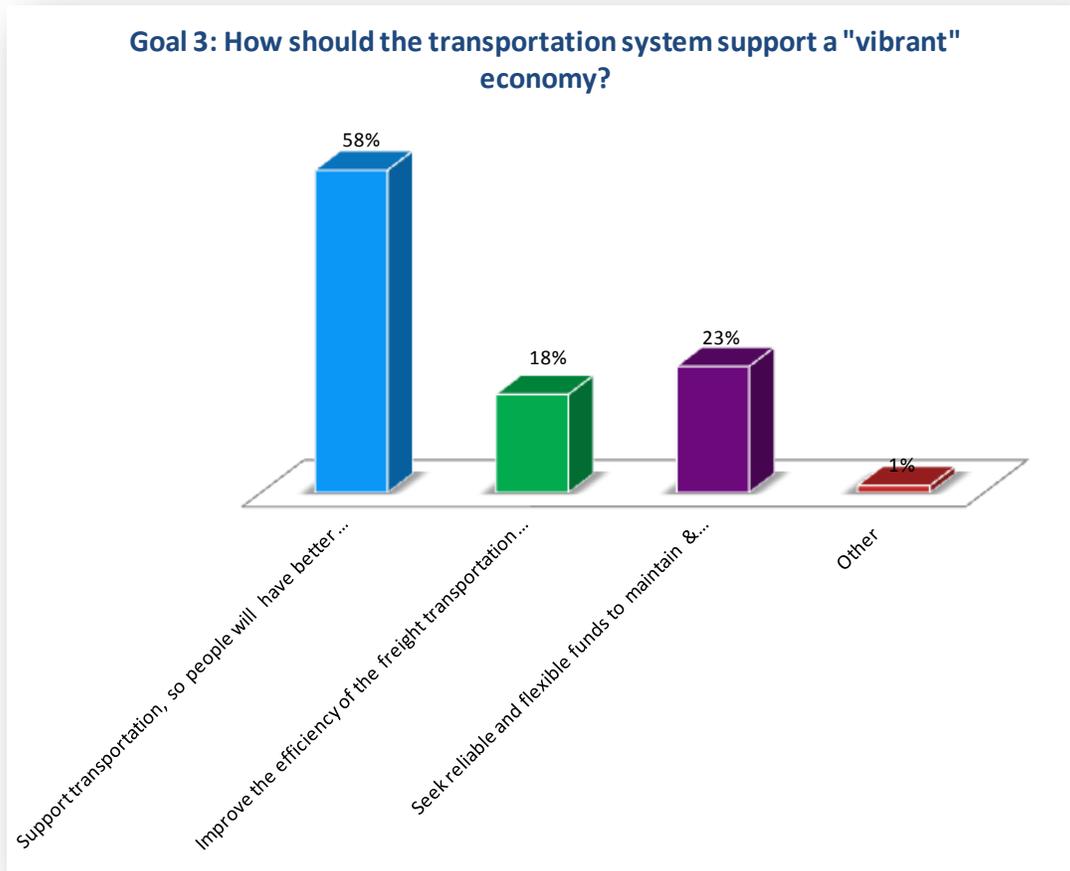
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The majority of focus group participants felt the highest priority to preserve the transportation system was to maintain and restore the existing transportation system before problems arise. Participants felt that we need to maintain the transportation system we have (roads and bridges) before expanding it. Some participants specifically mentioned climate change as a high priority and felt it should be considered when studying the environmental impacts of transportation modes and planning for future projects.

The second highest response considered project construction, maintenance, and costs during the decision-making process. Participants felt that before constructing a project, it should be determined whether it will actually address the problem and stay within budget. Fresno Focus Group participants specifically mentioned State Routes 180 and 168 as an example of projects that didn't work after being constructed. Redding Focus Group participants specifically mentioned the Oakland Bay Bridge as a project that went significantly over budget.

QUESTION 8



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Support transportation, so people will have better access to businesses, parks, shopping, stadiums, cities, etc., to encourage economic activity	58%	77%	70%	54%	64%	60%	50%	33%
Improve the efficiency of the freight transportation system (trucks, freight trains, cargo ships, shipping ports) to ensure the cost-effective and quick delivery of products	18%	15%	10%	15%	9%	20%	10%	42%
Seek reliable and flexible funds to maintain & improve the transportation system	23%	0%	20%	31%	27%	20%	40%	25%
Other	1%	8%	0%	0%	0%	0%	0%	0%

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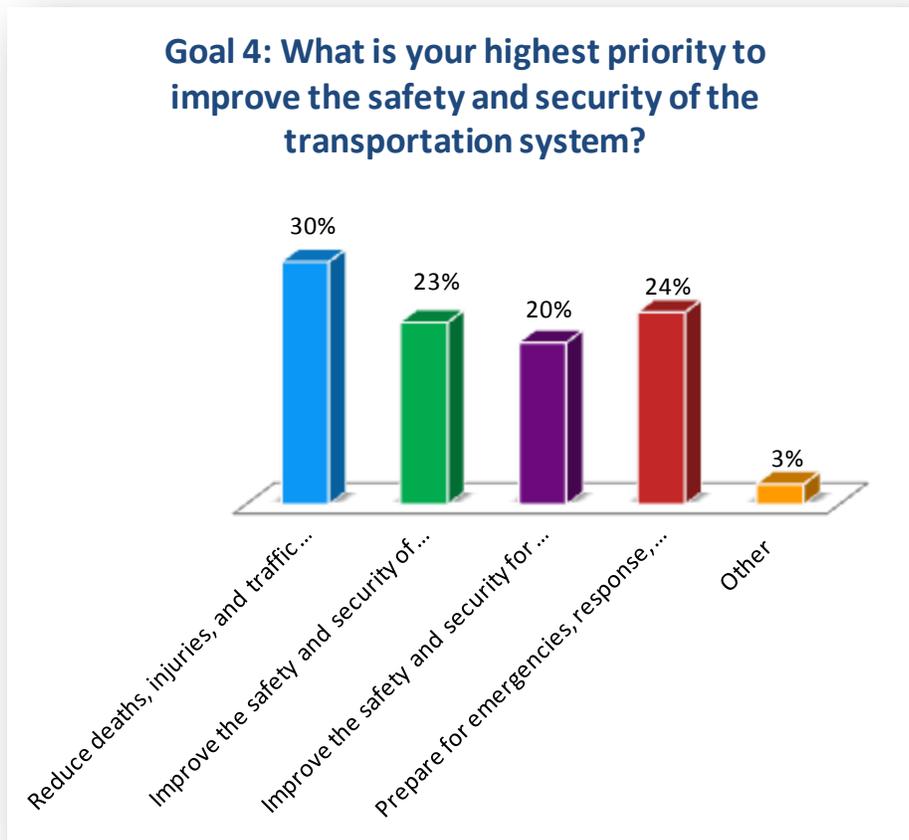
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The majority of focus group participants felt that we should support transportation, so people will have better access to businesses, parks, shopping, stadiums, cities, etc. to encourage economic activity. If the “economy stops moving, so does America”. Participants felt the transportation system needs to be more efficient with better connectivity so people can reach their destinations effortlessly. Some participants felt that a strong public transportation system would help achieve this goal.

The majority of participants in Eureka felt that improving the efficiency of the freight transportation system (trucks, freight trains, cargo ships, shipping ports) to ensure cost-effective and quick delivery of products would support a “vibrant” economy. The transport of goods is essential to the economy, which can affect consumer pricing. Some participants specifically mentioned the Port of Oakland and the impact strikes have on the economy.

While a majority of participants in the Redding Focus Group agreed with the overall Focus Group majority response that we should support transportation so people have better access, a large number felt that seeking reliable and flexible funds to maintain and improve the transportation system would support a “vibrant” economy. Some participants felt that the funding is generally available; however, it is typically allocated to other areas beside transportation. They also felt that once the funding exists, the other potential responses – as noted above – would fall into place.

QUESTION 9



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Reduce deaths, injuries, and traffic accidents	30%	23%	30%	8%	36%	20%	40%	58%
Improve the safety and security of travel (airplane, ship, train, car, bus) and transportation facilities (i.e. airports, shipping ports, rail stations, roads, bus)	23%	23%	20%	23%	27%	30%	20%	17%
Improve the safety and security for those who bike and walk	20%	23%	10%	23%	36%	10%	20%	17%
Prepare for emergencies, response, and recovery for all modes of transportation from human and natural disasters	24%	23%	30%	46%	0%	40%	20%	8%
Other	3%	8%	10%	0%	0%	0%	0%	0%

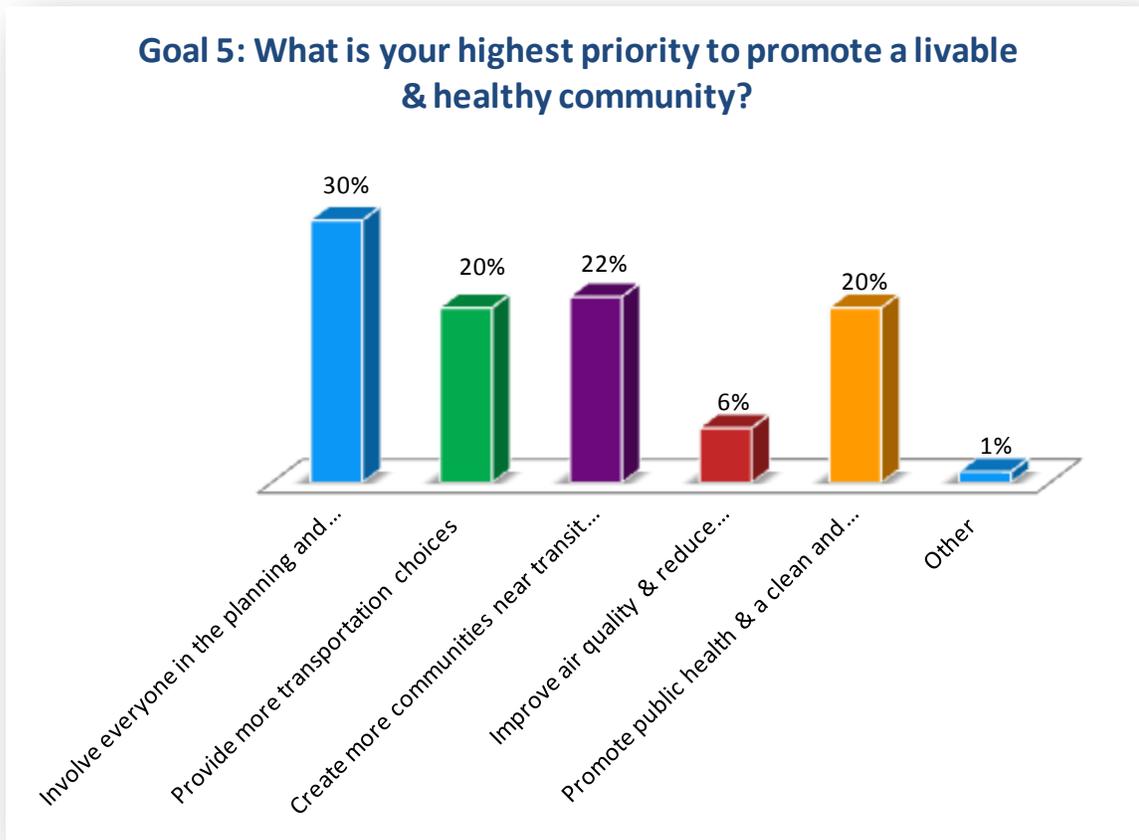
California Transportation Plan (CTP) 2040

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A small majority of participants felt the highest priority for improving safety and security of the transportation system is to reduce deaths, injuries, and traffic accidents. However, participants felt that all choices were important. During the discussion, participants specifically mentioned safety concerns with light rail travel, bridges during earthquakes, pedestrian travel, and rail stations. Some participants had suggestions for improvement including better signage, lighted crosswalks, law enforcement, reduced speed limits, and preparation of a natural disaster plan.

Oakland and Los Angeles participants gave a higher priority to emergency preparedness; whereas, Redding and Eureka participants gave a higher priority to reducing deaths, injuries, and traffic accidents.

QUESTION 10



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Involve everyone in the planning and decision making within their community	30%	38%	20%	23%	18%	40%	60%	17%
Provide more transportation choices	20%	8%	10%	15%	27%	20%	10%	50%
Create more communities near transit stations and already developed areas with convenient access to jobs, grocery stores, parks, etc.	22%	23%	10%	46%	27%	20%	10%	8%
Improve air quality & reduce greenhouse gas emissions	6%	15%	10%	0%	9%	0%	0%	8%
Promote public health & a clean and safe environment	20%	8%	50%	15%	18%	20%	20%	17%
Other	1%	8%	0%	0%	0%	0%	0%	0%

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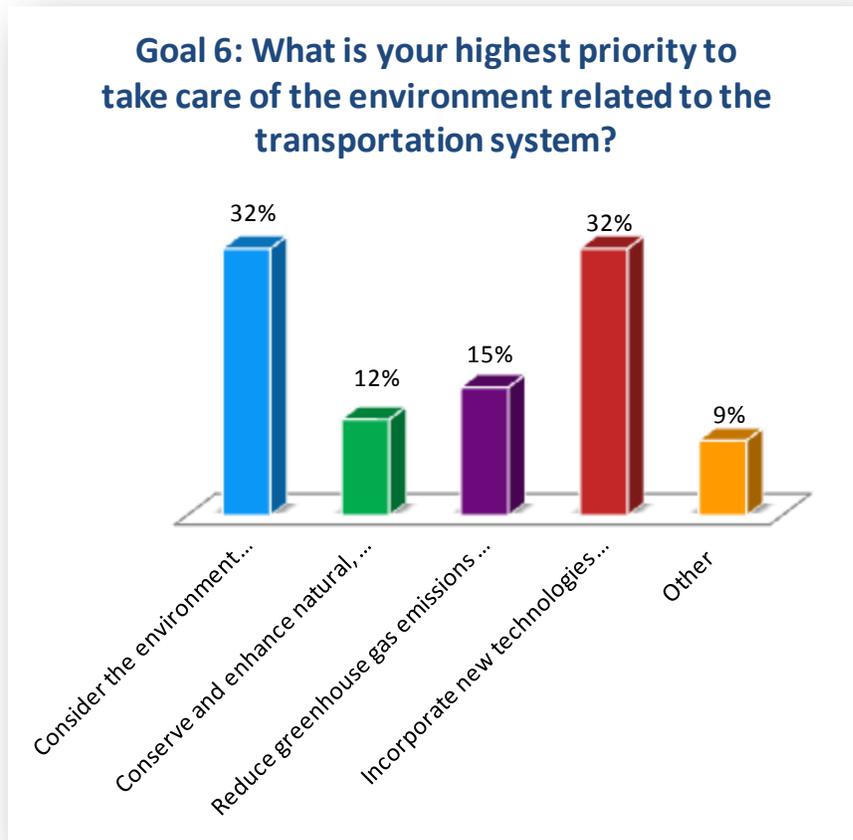
A small majority of participants felt the highest priority for promoting a livable and healthy community is involving the public in the planning and decision-making process within their respective community. However, many participants felt providing more transportation choices, creating more communities near transit stations in developed areas, and promoting public health and a clean and safe environment were high priorities.

Participants suggested there should be a variety of options for public engagement including websites, television, direct mailers, online surveys, incentives, town hall meetings, and online discussion groups because some people do not have time to attend public meetings or may prefer to participate by alternative methods.

Involving everyone in the planning process was the highest priority identified by Sacramento, Oakland, and Redding participants. Providing more transportation options was the highest priority identified by Eureka participants. Creating more communities near transit stations was the highest priority identified by Los Angeles participants. Promoting public health was the highest priority identified by Fresno participants. Palm Desert participants were fairly divided among the answer choices.

Improving air quality and reducing greenhouse gas emissions was not selected as a priority in half of the focus group sessions. Some participants indicated this is the government's job.

QUESTION 11



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Consider the environment throughout planning and constructing projects	32%	38%	10%	23%	27%	20%	50%	50%
Conserve and enhance natural, cultural, and historic resources (i.e. fresh water & air, paintings & sculptures, historic markers & artifacts, etc.)	12%	8%	20%	15%	18%	20%	0%	0%
Reduce greenhouse gas emissions and air pollution	15%	8%	10%	31%	18%	10%	20%	8%
Incorporate new technologies (electric vehicles, hybrids, more fuel efficient vehicles, etc.)	32%	31%	20%	15%	36%	50%	30%	42%
Other	9%	15%	40%	8%	0%	0%	0%	0%

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Focus group participants were equally divided regarding the highest priority to take care of the environment related to the transportation system. Participants felt the environment should be considered throughout the planning and construction phase. They also felt that incorporating new technologies was a high priority.

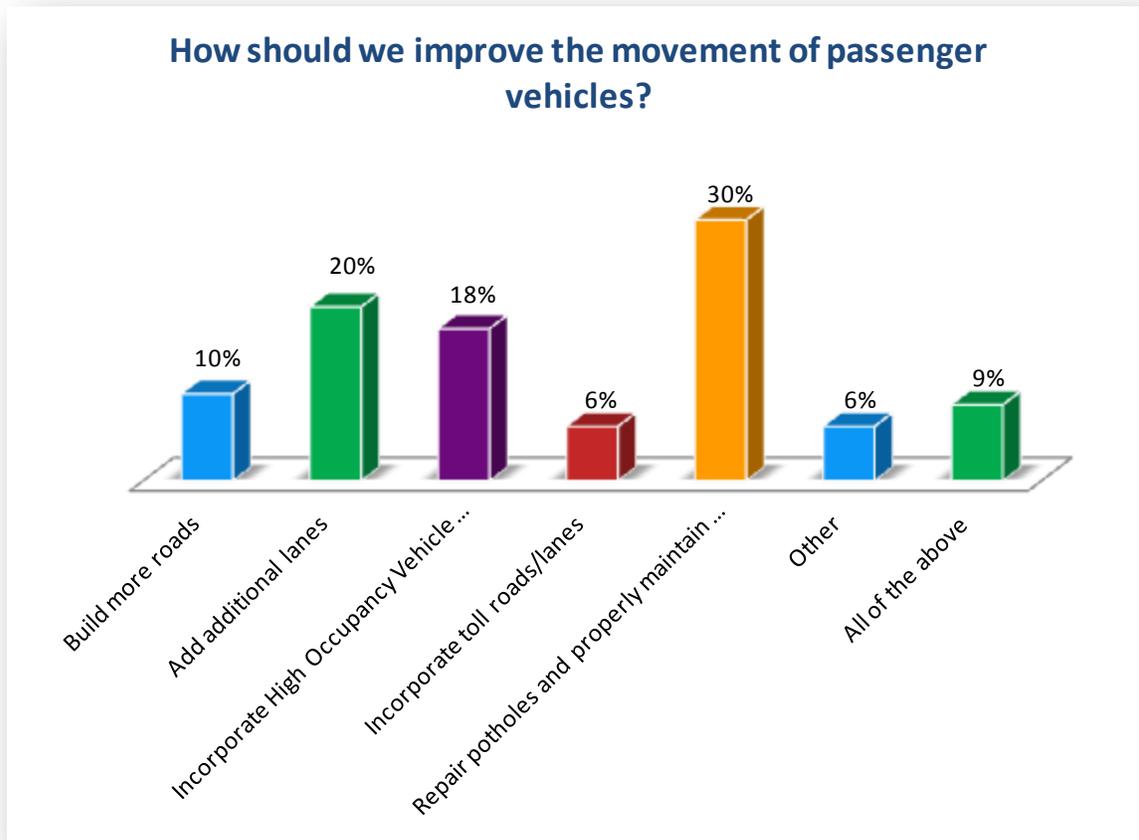
Sacramento, Redding, and Eureka participants felt considering the environment was the highest priority. Some participants felt this consideration should supersede everything and not be an afterthought.

Palm Desert and Oakland participants felt incorporating new technologies was the highest priority. Participants suggested providing incentives for people to “Go Green”. They also agreed that hybrids and electric cars would help improve the environment and that there should be a focus on research and technology.

Los Angeles participants identified reducing greenhouse gas emissions and air pollution as the highest priority. Participants stated that California has some of the worst pollution and air quality in the nation.

Fresno participants selected “other” as the highest priority because most respondents felt all answer choices were equally important.

QUESTION 12



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Build more roads	10%	8%	0%	0%	9%	40%	10%	8%
Add additional lanes	20%	8%	20%	8%	36%	10%	40%	25%
Incorporate High Occupancy Vehicle Lanes (i.e. Diamond or Carpool Lanes)	18%	23%	40%	8%	18%	10%	20%	8%
Incorporate toll roads/lanes	6%	0%	0%	8%	27%	0%	0%	8%
Repair potholes and properly maintain streets & highways	30%	46%	20%	15%	9%	40%	30%	50%
Other	6%	15%	20%	8%	0%	0%	0%	0%
All of the above	9%	0%	0%	54%	0%	0%	0%	0%

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A small majority of participants felt we should improve the movement of passenger vehicles by repairing potholes and properly maintaining streets and highways. Several participants specifically emphasized “properly” meaning they felt that streets and highways are continually being repaired because they are not being repaired sufficiently.

A majority of Fresno participants felt the construction of HOV lanes would help improve the movement of passenger vehicles by reducing the number of vehicles on the road. Some participants feel existing HOV lanes are underutilized and that they may not work as well in all areas of the State.

A majority of participants in Palm Desert and Redding felt adding additional lanes to the existing system would improve movement and be a better solution than building more roads, which would impact the environment.

A split majority of Oakland participants felt that building more roads would improve movement especially if it provided additional routes into San Francisco. Other participants felt more roads were necessary in rural areas to provide access into the larger cities.

Palm Desert participants were in favor of toll roads/lanes because it would help relieve traffic congestion and offer people the choice to travel less congested routes by paying a toll or travel congested routes that are toll free. However, most participants did not respond favorably to this option because they felt they paid enough transportation related taxes.

QUESTION 13

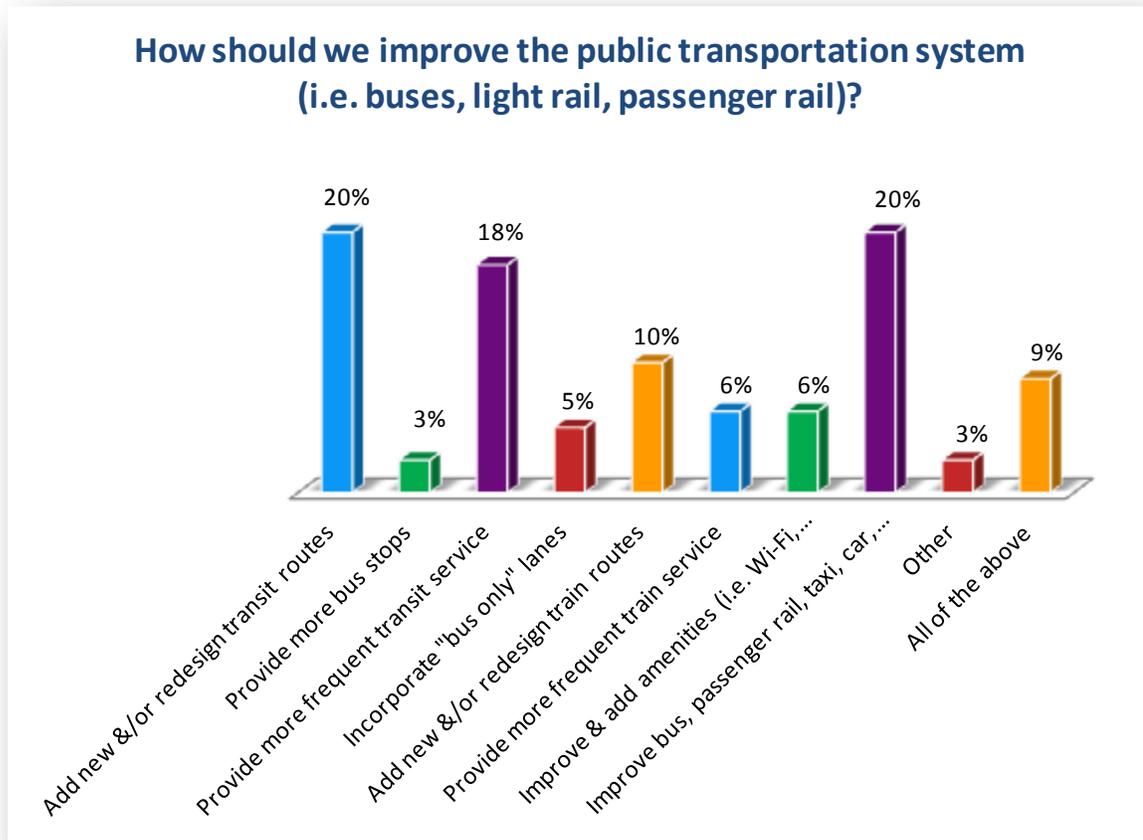
If you could change anything about California's freight transportation system to reduce negative impacts, what would it be?

Many participants agreed that they would prefer to move all freight outside of the city limits to reduce traffic impacts through town. Some suggested separating freight from passenger lines and encouraging more use of rails for freight. Some were concerned about the environmental impacts of trains and suggested manufacturing "green" trains or increasing train lengths.

With respect to trucks, participants suggested implementing truck only lanes because there are concerns that trucks are degrading the highway. Some participants suggested developing fuel-efficient trucks and cleaner technology. Most participants agreed that freight transportation was essential, but felt that it could be reduced if more people supported local goods.

Eureka participants feel their port is underutilized and consideration should be given to increase freight shipping. In addition, Eureka is without rail service, which further limits freight transport options.

QUESTION 14



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Add new &/or redesign transit routes	20%	23%	30%	8%	9%	30%	30%	17%
Provide more bus stops	3%	0%	0%	0%	9%	0%	10%	0%
Provide more frequent transit service	18%	15%	20%	0%	0%	10%	30%	50%
Incorporate "bus only" lanes	5%	8%	20%	8%	0%	0%	0%	0%
Add new &/or redesign train routes	10%	0%	20%	8%	0%	40%	10%	0%
Provide more frequent train service	6%	0%	0%	0%	9%	20%	0%	17%
Improve & add amenities (i.e. Wi-Fi, bus shelters, bike racks, etc.)	6%	0%	10%	0%	18%	0%	10%	8%
Improve bus, passenger rail, taxi, car, bike connections	20%	54%	0%	8%	55%	0%	10%	8%
Other	3%	0%	0%	15%	0%	0%	0%	0%
All of the above	9%	0%	0%	54%	0%	0%	0%	0%

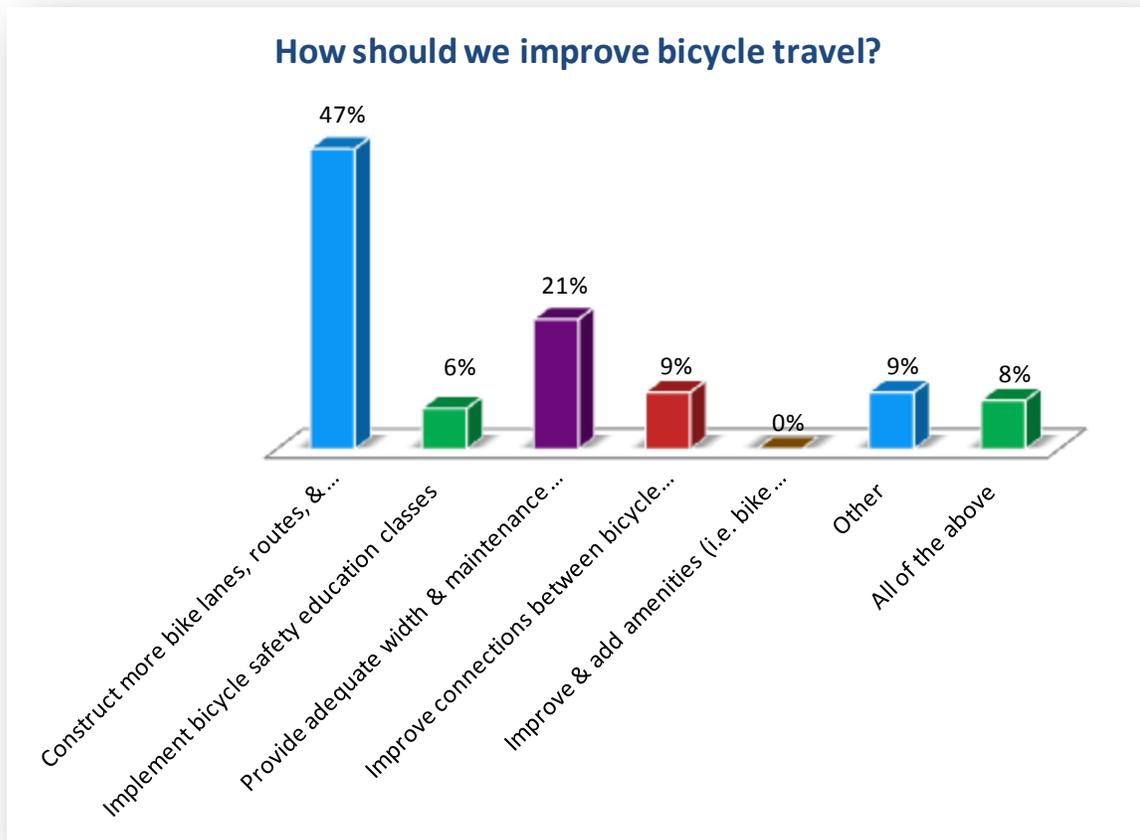
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Overall, a small majority of focus group respondents were evenly divided on how to improve the public transportation system by (1) adding new and/or redesigning transit routes, or (2) improving bus, passenger rail, taxi, car, and bike connections. Participants felt connections to outlying communities are needed as well as weekend transit service. Some participants felt each mode of transportation may work fine independently, but they do not work well together due to poor connectivity.

While some of the focus group sessions matched the overall responses, Fresno participants were interested in providing more frequent transit service, incorporating “bus only” lanes, and adding new and/or redesigning train routes. Fresno participants felt that the Fresno Area Express (FAX) bus service is inefficient, as it currently exists. Palm Desert participants were interested in improving and adding amenities. A small majority of Oakland participants were interested in adding new and/or redesigning train routes, specifically CalTrain. A small majority of Redding and Eureka participants were interested in providing more frequent transit service, which they felt would increase ridership, provided service was available evenings and weekends.

QUESTION 15



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Construct more bike lanes, routes, & paths (separated from roadway)	47%	77%	40%	38%	64%	60%	20%	25%
Implement bicycle safety education classes	6%	0%	0%	0%	9%	30%	0%	8%
Provide adequate width & maintenance of shoulders	21%	0%	20%	0%	9%	0%	60%	58%
Improve connections between bicycle facilities, transit stops, passenger rail stations	9%	0%	10%	8%	18%	10%	20%	0%
Improve & add amenities (i.e. bike racks/lockers, showers, etc.)	0%	0%	0%	0%	0%	0%	0%	0%
Other	9%	23%	30%	8%	0%	0%	0%	0%
All of the above	8%	0%	0%	46%	0%	0%	0%	0%

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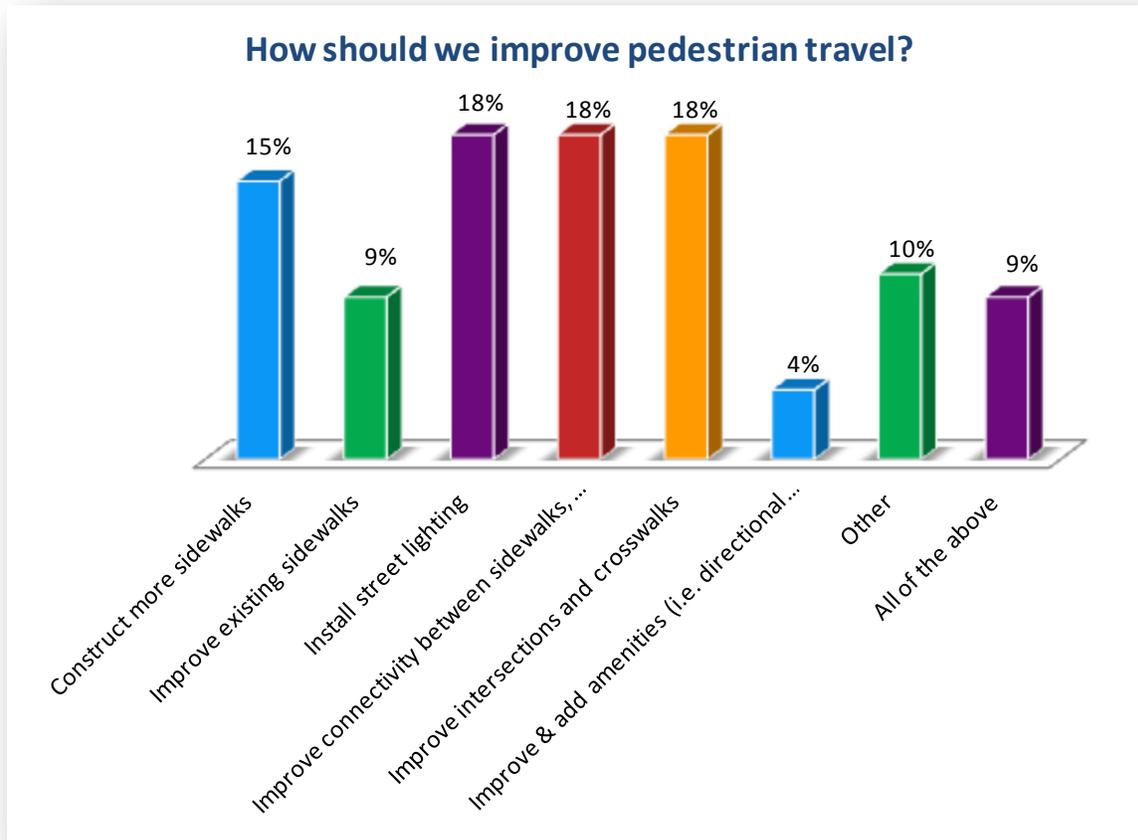
The majority of participants felt we should improve bicycle travel by constructing more bike lanes, routes, and paths. Participants felt the major issues with current bicycle travel were safety and enforcement of bike laws. Participants felt safety could be improved by providing lighting and regular maintenance. Most participants preferred bike facilities separated from the roadway.

The majority of participants in the Redding and Eureka focus groups felt bicycle travel should be improved by providing adequate width and maintenance of shoulders. Participants felt that many of the roads lack adequate shoulder width to accommodate vehicles and bicycles safely. They claim there are highways that do not have paved shoulders, yet have posted signs indicating there is a bike lane. They felt this is not appropriate because there is insufficient space to accommodate both motorist and bicyclist.

Another common theme that emerged from the focus groups was bicycle and vehicle conflicts from bicyclists not obeying the rules of the road. Participants felt bicyclists would benefit from bicycle safety education classes.

None of the focus group participants felt bicycle travel should be improved by enhancing and adding bicycle related amenities.

QUESTION 16



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Construct more sidewalks	15%	23%	0%	0%	27%	10%	30%	17%
Improve existing sidewalks	9%	15%	0%	0%	0%	20%	10%	17%
Install street lighting	18%	15%	40%	0%	27%	10%	10%	25%
Improve connectivity between sidewalks, transit stops, rail stations	18%	0%	10%	8%	36%	20%	30%	25%
Improve intersections and crosswalks	18%	23%	10%	15%	9%	30%	20%	17%
Improve & add amenities (i.e. directional signage, etc.)	4%	8%	0%	8%	0%	10%	0%	0%
Other	10%	15%	40%	15%	0%	0%	0%	0%
All of the above	9%	0%	0%	54%	0%	0%	0%	0%

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Focus group participants were equally divided with respect to improving pedestrian travel. They felt installing street lighting improving connectivity between sidewalks, transit stops, and rail stations, and improving intersections and crosswalks would improve pedestrian travel. Participants stated that some busy streets do not provide sidewalks, which is a safety concern (specifically mentioned in Sacramento). Participants also felt that the lack of street lighting increased the probability and frequency of robberies. They felt adequate lighting, panic buttons, emergency phones, and safety cameras would improve pedestrian safety and security.

Many participants felt that continuous and accessible sidewalk networks would improve safety and mobility for all pedestrians.

QUESTION 17

With the knowledge that current transportation funding is limited, what creative ideas/alternative methods of funding improvements would you suggest?

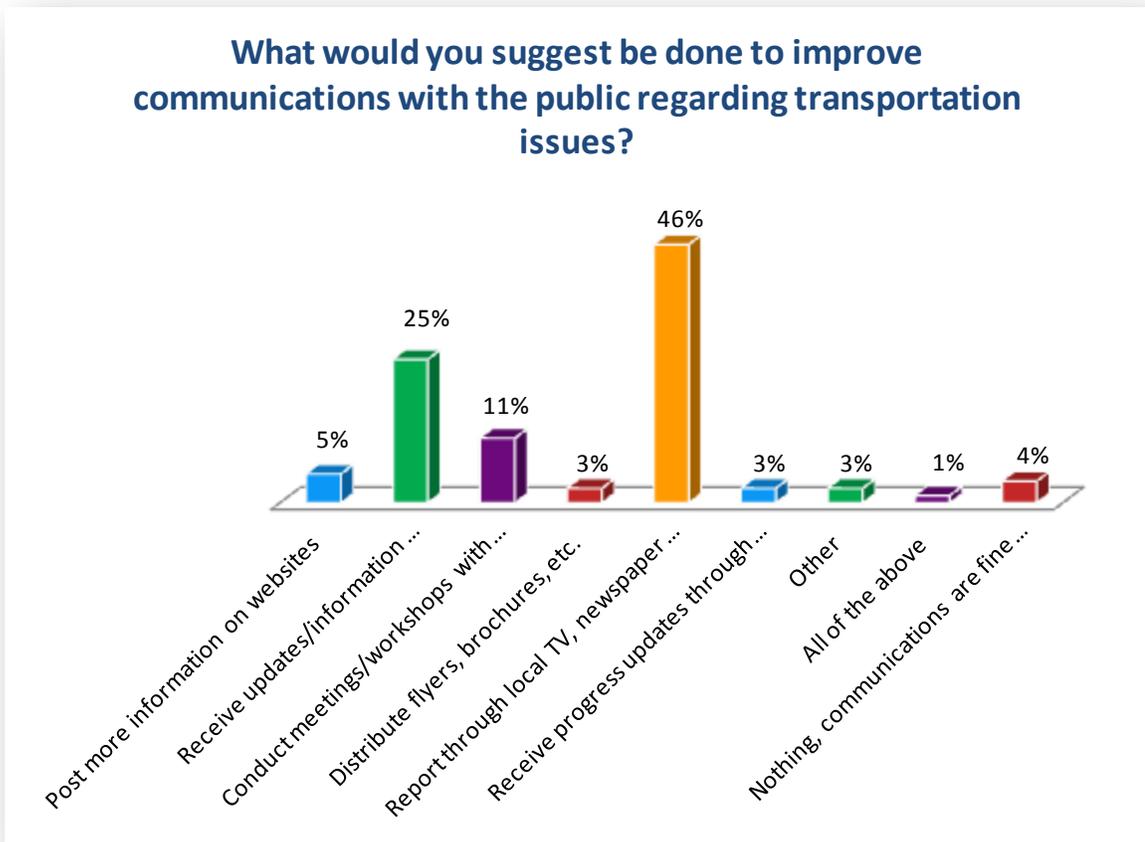
Would you be willing to pay a toll, for example, if it would ease traffic congestion/save travel time/improve quality of life?

Participants in the Sacramento, Fresno, Los Angeles, and Palm Desert Focus Groups were evenly divided about whether they would be willing to pay a toll. Those in favor of paying a toll felt it would be worthwhile if it helped reduced travel time and improved the roadway conditions (proper maintenance), but stipulated they would want assurance that the funds would be spent on improving the transportation system. Those that were opposed to paying a toll said they couldn't afford it and that taxes were already high enough. Participants in the Oakland and Eureka Focus Groups were not generally in favor of paying a toll.

Some of the creative ideas included:

- ✓ Use California Refund Value (CRV) funds, which is a tax paid on sales of certain recyclable beverage containers in California
- ✓ Gas companies should pay more for roads out of their profit margins
- ✓ Smaller toll roads for people who want a quicker commute
- ✓ Companies should have to pay toward their impacts, rather than putting it on the individuals
- ✓ Utilize private sources and implement public/private sector partnerships
- ✓ Get funding from Fortune 500 companies; identify how they can benefit from an improved transportation system
- ✓ Raise vehicle taxes once the economy improves
- ✓ Offer incentives or promotional programs to reward people for carpooling
- ✓ Legalize recreational marijuana and use the tax proceeds to improve roads
- ✓ Increased registration fees or luxury fees on people who have multiple vehicles
- ✓ Implement vehicle registration fees based on mileage driven

QUESTION 18



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Post more information on websites	5%	8%	10%	0%	0%	10%	10%	0%
Receive updates/information through social media (i.e. Facebook, Twitter, YouTube, ...)	25%	23%	20%	38%	36%	20%	10%	25%
Conduct meetings/workshops with the public	11%	0%	10%	15%	9%	10%	30%	8%
Distribute flyers, brochures, etc.	3%	8%	0%	0%	0%	10%	0%	0%
Report through local TV, newspaper and radio stations	46%	54%	30%	38%	55%	40%	40%	58%
Receive progress updates through email	3%	0%	10%	0%	0%	0%	10%	0%
Other	3%	8%	10%	0%	0%	0%	0%	0%
All of the above	1%	0%	0%	8%	0%	0%	0%	0%
Nothing, communications are fine as they are	4%	0%	10%	0%	0%	10%	0%	8%

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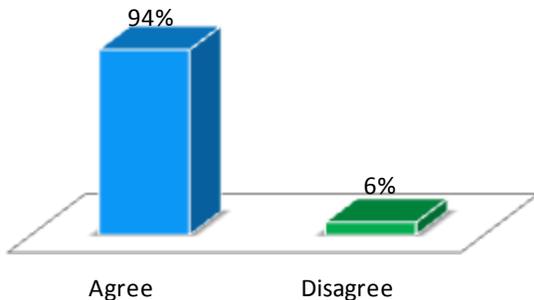
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The majority of participants felt that reporting through local TV, newspaper and radio stations would improve communications with the public about transportation issues. They felt most people do not want to search for information, so traditional media would be more effective. Many participants felt receiving updates/information through social media would improve communication. They also suggested using catchphrases and graphic materials to attract public attention.

During follow up discussions in each focus group, the facilitator inquired about newspaper subscriptions, smart phone access, and social media use. Most participants indicated they do not subscribe to traditional newspaper, but many read newspaper articles online. Most participants owned smart phones and used social networking websites.

QUESTION 19

Does the following statement clearly describe your vision for California's transportation system?



California’s transportation system is safe, sustainable, and globally competitive.

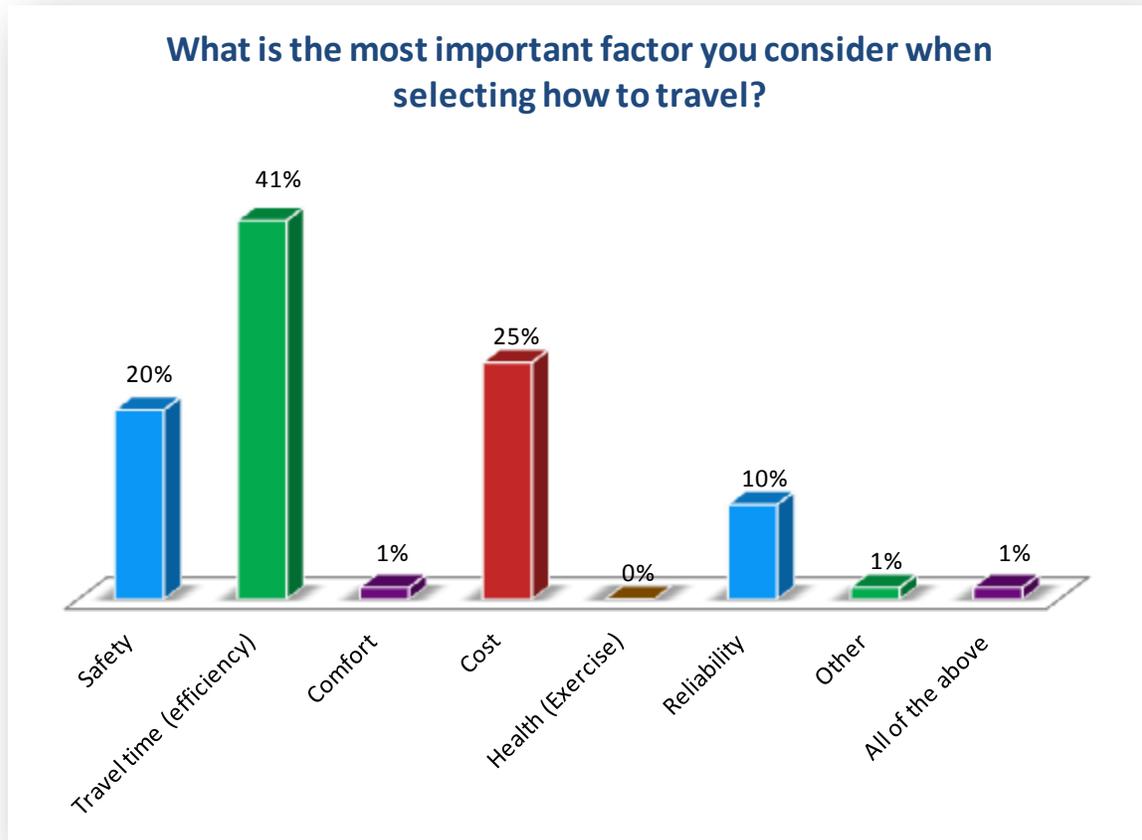
It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character.

This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Agree	94%	92%	80%	100%	100%	80%	100%	100%
Disagree	6%	8%	20%	0%	0%	20%	0%	0%

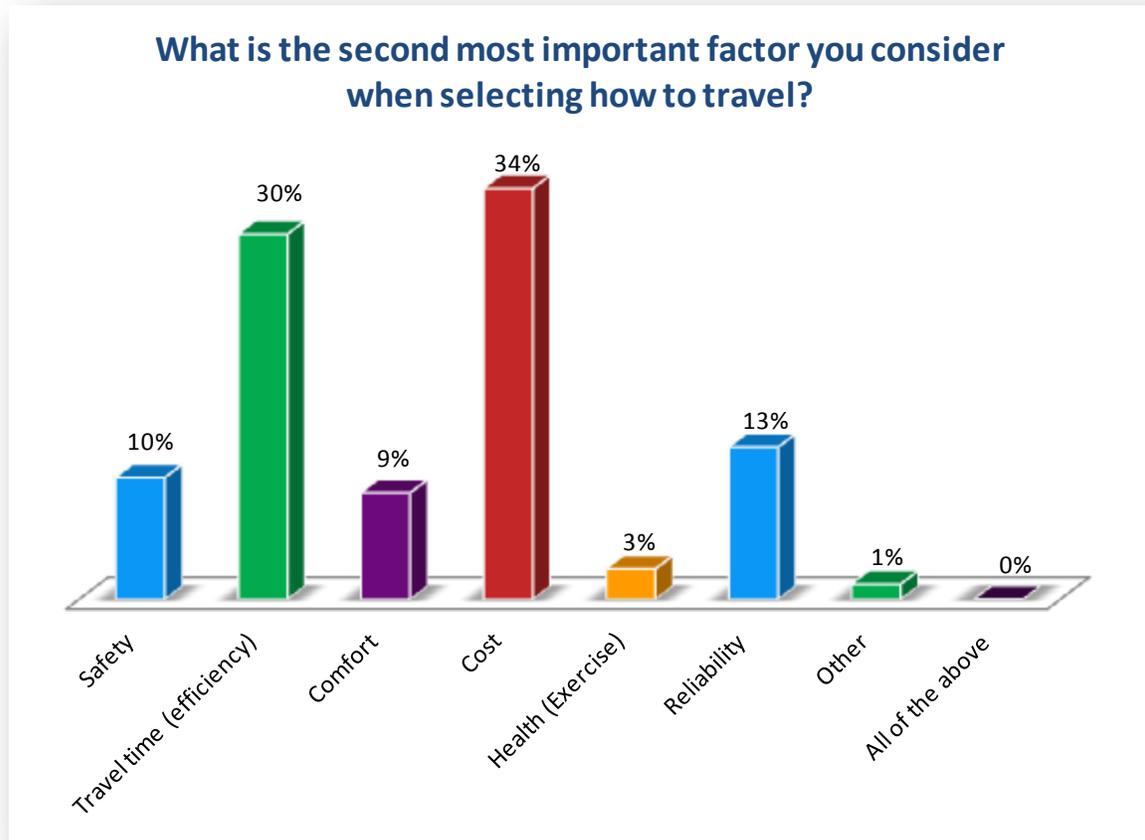
The majority of participants felt the CTP 2040 vision statement adequately described their vision for California’s transportation system except for a few participants in the Sacramento, Fresno, and Oakland Focus Groups. Those that disagreed with the statement felt it was unrealistic and unachievable, and tried to appease all special interest groups. They also felt the statement is too broad and did not differentiate California from any other state.

QUESTION 20



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Safety	20%	23%	10%	15%	18%	10%	50%	17%
Travel time (efficiency)	41%	38%	30%	69%	45%	40%	10%	42%
Comfort	1%	0%	0%	0%	9%	0%	0%	0%
Cost	25%	8%	60%	8%	27%	20%	30%	33%
Health (Exercise)	0%	0%	0%	0%	0%	0%	0%	0%
Reliability	10%	23%	0%	0%	0%	30%	10%	8%
Other	1%	8%	0%	0%	0%	0%	0%	0%
All of the above	1%	0%	0%	8%	0%	0%	0%	0%

In general, the majority of participants identified travel time (efficiency) as the most important factor they consider when selecting how to travel. However, Fresno Focus Group participants identified cost and Redding Focus Group participants identified safety.



QUESTION 21

Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Safety	10%	8%	0%	15%	18%	20%	0%	8%
Travel time (efficiency)	30%	23%	40%	23%	18%	50%	20%	42%
Comfort	9%	8%	10%	0%	18%	10%	10%	8%
Cost	34%	38%	40%	38%	36%	20%	40%	25%
Health (Exercise)	3%	8%	0%	0%	0%	0%	0%	8%
Reliability	13%	8%	10%	23%	9%	0%	30%	8%
Other	1%	8%	0%	0%	0%	0%	0%	0%
All of the above	0%	0%	0%	0%	0%	0%	0%	0%

In general, the majority of participants felt cost was the second most important factor they consider when selecting how to travel. However, the Fresno, Oakland, and Eureka Focus Group participants chose travel time (efficiency) as their second most important factor. Reliability was also selected as an important factor by the Los Angeles and Redding participants.

QUESTION 22

How can we make the transportation system “greener”?

Focus Group participants offered numerous suggestions for making the transportation system “greener”. The most common themes included:

- ✓ Need better technologies and more efficient fuels
- ✓ Encourage walking over other travel modes
- ✓ Offer incentives to encourage people to make good environmental transportation choices
- ✓ Allow clean vehicles in carpool lanes
- ✓ Offer less expensive monthly passes for public transportation to increase ridership
- ✓ Increase the number of carpool lanes
- ✓ Provide lower emission buses
- ✓ Rideshare – However, there are certain safety precautions that need to be taken into account when sharing rides with strangers

Many participants believe we live in a “car culture” and that the public mindset needs to change to make an impact on preserving the environment. They felt some people will not utilize public transportation or alternative travel modes regardless of incentives or cost.

QUESTION 23

What questions would you like to ask?

Some of the major questions, and associated answers, asked at the focus group sessions are as follows:

- ✓ Q: Isn't it impractical to have such a long-range plan?
- ✓ A: The facilitator indicated the need for Caltrans to look further out; funding is not there as it used to be. The state needs to plan over a longer period of time. Caltrans staff also added that the Federal Highway Administration (FHWA) and the Federal Transit Administration require that states plan for transportation systems 20-years into the future.

- ✓ Q: What is the federal plan for transportation and how does that impact California?
- ✓ A: The facilitator referenced the Move Ahead for Progress in the Twenty-first Century (Map-21), the federal transportation reauthorization bill, which focuses on the integration of land use, transportation and the environment through sustainable communities and transportation systems. The facilitator also mentioned that the federal agencies, Caltrans and the regional transportation planning agencies, such as the Sacramento Area Council of Governments (SACOG) are working together to plan for sustainable communities.

- ✓ Q: What is the State doing to push cities to go a different route and plan better?
- ✓ A: The facilitator mentioned that the California Air Resources Board (CARB), consistent with Senate Bill (SB) 375 has worked with the Regional Transportation Planning Agencies (RTPAs) to develop GHG reduction targets. The targets must be met by identifying transportation systems that will result in lowered GHG emissions. The funding programs would then be targeted to those transportation systems that reduce GHG and meet the targets set for each region. In addition, Caltrans is required through SB 391 to prepare the CTP, which will also identify how GHG will be addressed throughout the State.

- ✓ Q. What do you do with the notes that you take during the session?
- ✓ A. We draft a synopsis report and identify overarching issues and provide a copy to Caltrans. They will use the input during development of the CTP.

- ✓ Q. Is 2040 a good target date? Won't things change too much between now and then? What about new technologies that will improve transportation?
- ✓ A: The CTP will be updated every five years. As new technologies come along, they will be considered.

- ✓ Q. Is there a short-range transportation plan?

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- ✓ A: The facilitator talked about local agencies' circulation plans, and the Southern California Association of Governments' (SCAG's) Regional Transportation Plan (RTP). The facilitator stated that Caltrans considers the goals, policies and programs from the local and regional plans as it prepares the CTP; referenced a "bottom-up approach."

- ✓ Q: When will we see the results regarding transportation improvements? Will this Plan go to a committee for approval or to a committee for a vote?

- ✓ A: The facilitator indicated that the Draft CTP would be available for public review in winter 2014. There will be a review period and the Draft document will be posted on the CTP Website. Stuart Mori, Caltrans, also talked about posting the results of the seven (7) CTP focus groups. The facilitator also indicated that the local regional transportation planning process is going on now. All COGs in the Central Valley are in the process of preparing their Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS).

QUESTION 24



Answer Choices	Total	Individual Focus Groups						
		Sacramento	Fresno	Los Angeles	Palm Desert	Oakland	Redding	Eureka
Yes	81%	85%	90%	69%	73%	100%	70%	83%
No	1%	0%	0%	0%	0%	0%	10%	0%
Unsure	18%	15%	10%	31%	27%	0%	20%	17%

The majority of participants felt the focus groups were successful. The Redding Focus Group was the only session that participants indicated that it was unsuccessful. Some participants indicated they were unsure because they did not know what type of impact their opinions will have and whether the focus groups were just a formality or whether the input will be used for anything.

Participants felt the “clickers” were helpful in facilitating discussion. They also appreciated Caltrans staff being in attendance and that their presence did not inhibit or influence them from answering the questions honestly and in their own words.

EXHIBIT A

Craigslist Ads for Focus Group Recruitment Sacramento Session

Voice Your Opinion!

Receive a **\$75 Gift Card For Your Time!**



We need your input in updating the California Transportation Plan which will help guide California's future transportation decisions and investments. We are looking for 12 to 15 individuals from the general public to participate in a focus group session to share their opinions about state and regional transportation challenges. The goal of the focus group is to ensure the California Transportation Plan reflects public needs.

- You will receive a **\$75 VISA gift card** for your time
- The session will be held on **August 6th**
- Time: **6:00 PM – 8:30 PM** at a convenient **Downtown Sacramento** location
- **Light refreshments** will be served
- General public, under-represented groups, and interested parties are welcomed

Please visit the following link for more information about the California Transportation Plan:
www.californiatransportationplan2040.org

If you are interested in participating in the Focus Group, please email:
ethompson@vrpatechnologies.com.

In the email, please provide your preferred phone number so we may contact you.

- Your feedback will be used to improve California's transportation system
- Your participation will be kept confidential
- Responses will not be linked to you

Fresno Session

Voice Your Opinion!

Receive a \$75 Gift Card For Your Time!



We need your input in updating the California Transportation Plan which will help guide California's future transportation decisions and investments. We are looking for 12 to 15 individuals from the general public to participate in a focus group session to share their opinions about state and regional transportation challenges. The goal of the focus group is to ensure the California Transportation Plan reflects public needs.

- You will receive a **\$75 VISA gift card** for your time
- The session will be held on **August 15th**
- Time: **6:00 PM – 8:30 PM** at a convenient location in central **Fresno** easily accessible by FAX
- **Light refreshments** will be served
- General public, under-represented groups, and interested parties are welcomed

Please visit the following link for more information about the California Transportation Plan:

www.californiatransportationplan2040.org

If you are interested in participating in the Focus Group, please email:

ethompson@vrpatechnologies.com.

In the email, please provide your preferred phone number so we may contact you.

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- Your participation will be kept confidential
- Responses will not be linked to you

Los Angeles Session

Voice Your Opinion!

Receive a \$75 Gift Card For Your Time!



We need your input in updating the California Transportation Plan which will help guide California's future transportation decisions and investments. We are looking for 12 to 15 individuals from the general public to participate in a focus group session to share their opinions about state and regional transportation challenges. The goal of the focus group is to ensure the California Transportation Plan reflects public needs.

- You will receive a **\$75 gift card** for your time
- The session will be held on Wednesday, **August 28th**
- Time: **6:00 PM – 8:30 PM** at a convenient **Downtown Los Angeles** location easily accessible by car, bus, Metro Rail, and Metrolink
- **Light refreshments** will be served
- General public, under-represented groups, and interested parties are welcomed

Please visit the following link for more information about the California Transportation Plan:
www.californiatransportationplan2040.org

If you are interested in participating in the Focus Group, please email:
ethompson@vrpatechnologies.com.

In the email, please provide your preferred phone number so we may contact you.

- Your feedback will be used to improve California's transportation system
- Your participation will be kept confidential
- Responses will not be linked to you

Palm Desert Session

Voice Your Opinion!

Receive a \$75 Gift Card For Your Time!



We need your input in updating the California Transportation Plan which will help guide California's future transportation decisions and investments. We are looking for 12 to 15 individuals from the general public to participate in a focus group session to share their opinions about state and regional transportation challenges. The goal of the focus group is to ensure the California Transportation Plan reflects public needs.

- You will receive a **\$75 gift card** for your time
- The session will be held on Thursday, **August 29th**
- Time: **6:00 PM – 8:30 PM** at a convenient **Palm Desert** location
- **Light refreshments** will be served
- General public, under-represented groups, and interested parties are welcomed

Please visit the following link for more information about the California Transportation Plan:
www.californiatrainingplan2040.org

If you are interested in participating in the Focus Group, please email:
ethompson@vrpatechnologies.com.

In the email, please provide your preferred phone number so we may contact you.

- Your feedback will be used to improve California's transportation system
- Your participation will be kept confidential
- Responses will not be linked to you

Oakland Session

Voice Your Opinion!

Receive a \$75 Gift Card For Your Time!



We need your input in updating the California Transportation Plan which will help guide California's future transportation decisions and investments. We are looking for 12 to 15 individuals from the general public to participate in a focus group session to share their opinions about state and regional transportation challenges. The goal of the focus group is to ensure the California Transportation Plan reflects public needs.

- You will receive a **\$75 gift card** for your time
- The session will be held on Tuesday, **September 10th**
- Time: **5:45 PM – 8:30 PM** at a convenient **Downtown Oakland** location
- **Light refreshments** will be served
- General public, under-represented groups, and interested parties are welcomed

Please visit the following link for more information about the California Transportation Plan:
www.californiatransportationplan2040.org

If you are interested in participating in the Focus Group, please email:
ethompson@vrpatechnologies.com.

In the email, please provide your preferred phone number so we may contact you.

- Your feedback will be used to improve California's transportation system
- Your participation will be kept confidential
- Responses will not be linked to you

EXHIBIT B Recruitment Phone Script

Caltrans PPEC – Potential Invite Phone Script

INTRODUCTION

Hello, my name is _____ with _____ and I am responding to your interest in our Craigslist ad for participation in a focus group related to the California Transportation Plan (CTP). Do you have a minute for me to go through a short set of questions? Your answers will be kept completely confidential and will be used to help us determine the demographics of our potential focus group participants.

<p>YES If they say yes to above, then say the following:</p> <p>Great! Thank you so much for your interest in the California Transportation Plan. I have a few short questions regarding your demographics.</p> <p>Are you male or female?</p> <p>In regards to your race, are you:</p> <ul style="list-style-type: none">• Asian/Pacific Islander• American Indian/Alaskan Native• African American• Hispanic• White (not Hispanic)• Other <p>Yes or no, do you have a disability?</p> <p>In regards to your age, are you over 40 or under 40 years?</p>	<p>NO If they say no to above, say the following:</p> <p>Is there a better time I can contact you?</p> <p>YES If they say yes, say the following:</p> <p>Great! Please let me know when I should call back.</p> <p>NO If they say no, say the following:</p> <p>No problem. Please understand that we must obtain answers to our questions before we can officially invite you to participate in the focus group. Therefore, by declining to answer these questions, you may be removed from our invite list. Are you sure there isn't a better time for me to contact you?</p>
---	--

California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

In regards to your income, do you make more or less than \$21,200 per year?

What is your primary mode of travel (i.e. car, bus, train, bike, walk, etc.)?

What is the highest level of education you have completed?

How did you hear about this focus group opportunity?

What motivated you to call?

Thank you so much for your time. If you are selected to participate in our focus group we will contact you again shortly to give you additional details. What phone number and email should I use to contact you?

Just a reminder that the focus group will be held from 6-8:30pm at a location in Downtown Sacramento on August 6th.

Thanks again and have a great day! Bye.

YES Say the following:

Thank you for your time and your interest in the California Transportation Plan. Bye.

NO Say the following:

Great. Please let me know when I should call back.

Thanks! Have a great day. Bye.

EXHIBIT C

Focus Group Demographics

The target population for each focus group consisted of the general public who met certain demographic characteristics in order to comprise a statistically representative cross-section of the populace. During the recruitment process, potential participants were screened based on responses to eight (8) demographic questions. At the beginning of each focus group session, participants were asked five (5) multiple-choice demographic questions for compliance with Title VI and Environmental Justice (EJ) requirements.

The following is an overall profile of the 79 people who participated in the seven focus group sessions separated into the demographic and transportation use categories contained in the recruitment questionnaire.

Age:

Under 40: 37

Over 40: 42

Gender:

Male: 34

Female: 45

Disability:

Yes: 15

No: 64

Race:

Asian/Pacific Islander: 6

American Indian/Alaskan Native: 1

White (not Hispanic): 38

African American: 13

Hispanic: 15

Other: 5

Income:

Less than \$21,200 annually: 25

More than \$21,200 annually: 54

Residential Area Size:

Large Urban (>250,000): 40

Moderate Urban (50,000-250,000): 17

Small City or Town (<50,000): 22

Rural: 0

Education:

Grade K-8: 0

Grade 9-12: 4

High School Graduate: 9

Associates Degree: 10

Bachelor's Degree: 30

Graduate Degree: 7

Some College: 21

Primary Mode of Travel:

(Note: Some participants identified more than one mode):

Car: 42

Bus: 34

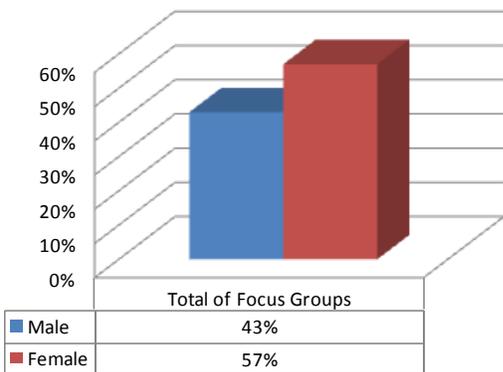
Train: 13

Bike: 8

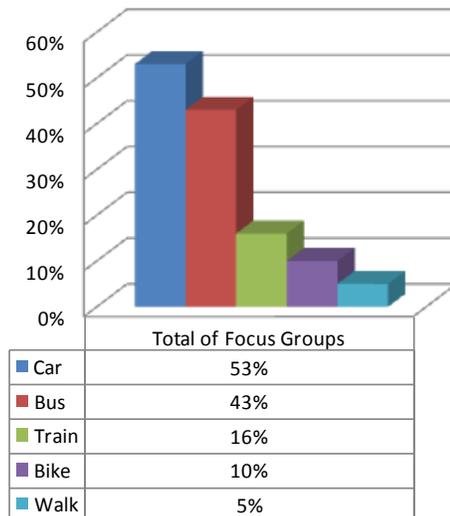
Walk: 4

The following graphical charts display the above referenced demographic criteria.

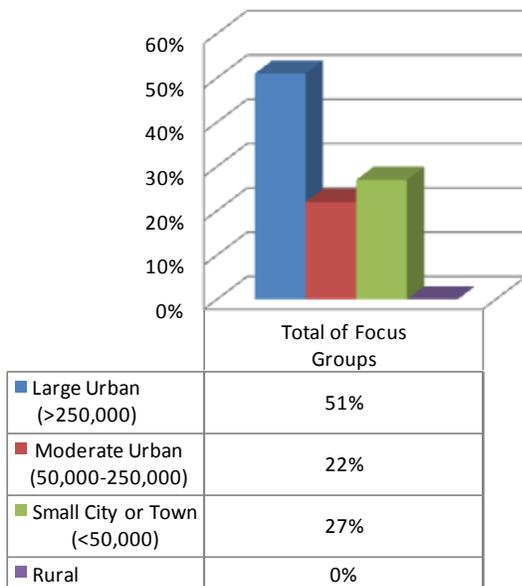
Gender



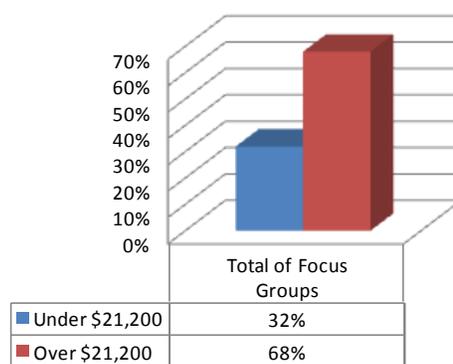
Primary Mode of Travel



Residential Area Size



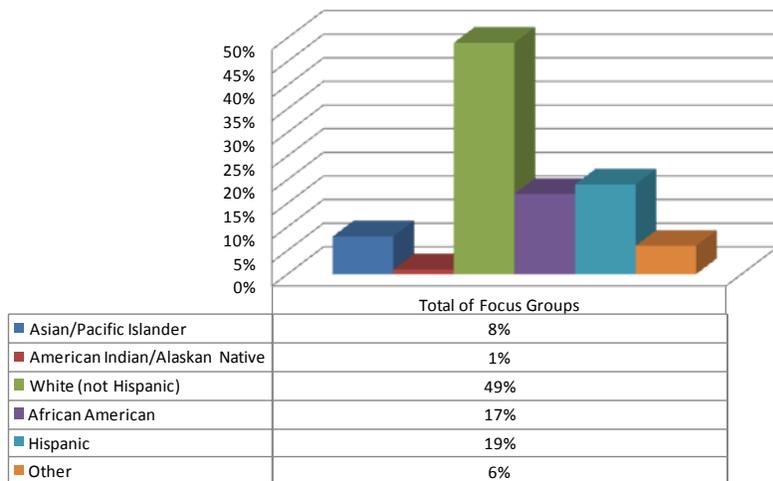
Income



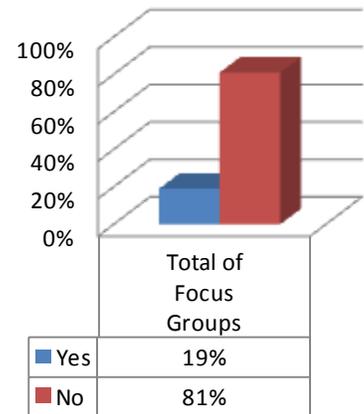
California Transportation Plan (CTP) 2040

Final - FOCUS GROUP SUMMARY REPORT

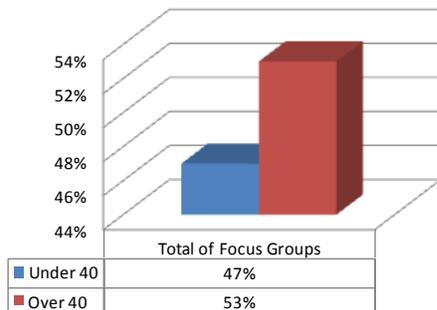
Race



Disability



Age



Highest Level of Education

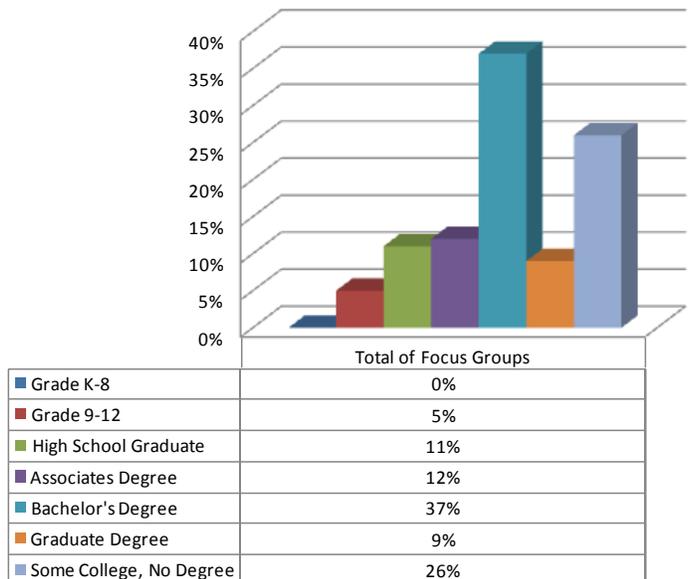


EXHIBIT D

Focus Group Participation Matrix

Focus Group Location	Date	Participants			
		Responded / Recruited	Invited	Registered	Attended
Sacramento	08/06/13	38	15	15	13
Fresno	08/15/13	26	15	13	10
Los Angeles	08/28/13	375	16 ¹	13	13
Coachella Valley	08/29/13		15	12	11
Oakland	09/10/13	259	16 ¹	13	10
Redding	09/17/13	15 ²	15	13	10
Eureka	09/25/13	15 ²	15	13	12

** Craigslist ads posted in the Los Angeles and Coachella Valley areas occurred concurrently; as a result, it was difficult to determine which area respondents were interested in attending until after the phone survey. In general, 90 – 95% of respondents were interested in attending the Los Angeles focus group session.*

¹ Several of the original 15 invitees did not RSVP; therefore, an invitation was sent to one additional person to ensure participant targets were met.

² Participants recruited by AIS Market Research, Inc.

EXHIBIT E

Graphical Focus Group Invitations

Sacramento Session

Voice Your Opinion



Your input is needed to help guide California's future transportation decisions and investments. We need your opinions about state and regional transportation challenges in order to update the California Transportation Plan.

Please visit www.californiatransportationplan2040.org for more information about the California Transportation Plan.

FOR QUESTIONS ABOUT THIS SESSION OR TO RSVP,
PLEASE CONTACT:
Erica Myers, VRPA Technologies, Inc.
ethompson@vrpatechnologies.com
(559) 269-6703

\$75 VISA

gift card & refreshments
provided to all attendees.

Where & When

YMCA, Administrative Offices
1926 V Street
Sacramento, CA 95818

Tuesday August 6, 2013

6:00 pm to 8:30 pm

Please arrive 10 to 15 minutes early

RSVP by August 1, 2013

From I-5 South - Merge onto CA-99 South /I-80 Bus. E. Take the 15th Street exit. Slight left onto X Street. Turn left onto 16th Street. Turn right onto V Street.

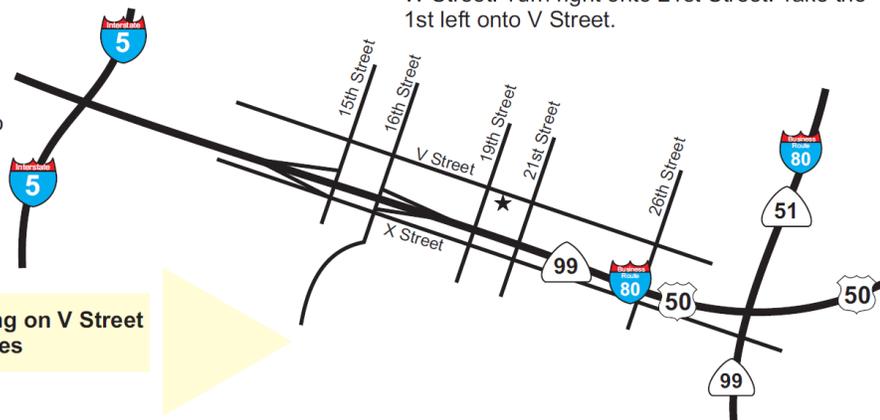
From CA-99 North or I-80 Bus. West
Exit at 16th Street. Turn right at 16th Street. Turn right at V Street.

**From US-50 East/
I-80 Bus. East**
Take the 15th Street exit. Slight left onto X Street. Turn left onto 16th Street. Turn right onto V Street.

From I-5 North - Take the US-50 E exit toward S Lake Tahoe. Merge onto CA-99 South/I-80 Bus. E. Take the 15th Street exit. Slight left onto X Street. Turn left onto 16th Street. Turn right onto V Street.

From US-50 West
Take the exit toward 26th Street. Merge onto W Street. Turn right onto 21st Street. Take the 1st left onto V Street.

Plenty of Free Parking on V Street
Near the YMCA Offices



Fresno Session

Voice Your Opinion



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ethompson@vrpatechnologies.com
(559) 269-6703

RSVP by August 12, 2013

\$75 GIFT CARD

and refreshments provided to all attendees.

Where & When

**Caltrans Manchester Office
Yosemite Room 145
2015 E. Shields Ave.
Fresno, CA 93726**

Thursday, August 15, 2013

5:45 pm to 8:30 pm

Doors close at 6:05pm

(Please print and bring your ticket for admittance - 1 person per household, no children please)

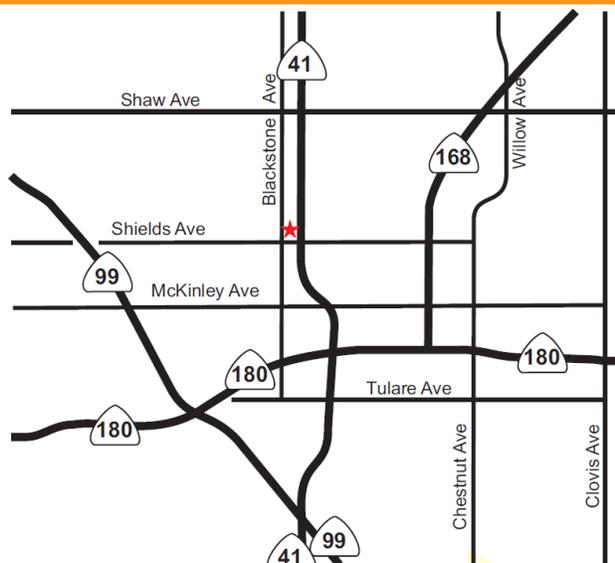
From CA-41 North - Take the Shields Ave exit and turn left. Destination is on the right in the Manchester Shopping Center.

From CA-41 South - Take the Shields Ave exit and turn right. Destination is on the right in the Manchester Shopping Center.

From CA-168 West - Take the Shields Ave exit and turn right. Stay on Shields for 2 miles. Destination is on the right in the Manchester Shopping Center, just past CA-41.

From CA-99 North, CA-180 East, and CA-180 West - Exit onto CA-41 N toward Yosemite. Take the Shields Ave exit. Turn left onto Shields. Destination is on the right in the Manchester Shopping Center.

From CA-99 South - Exit onto CA-180 E towards Kings Canyon/Airport. Exit onto CA-41 N toward Yosemite. Take Shields Ave exit and turn left. Destination is on the right in the Manchester Shopping Center.



Plenty of Free Parking in the Lot at Manchester Shopping Center.

Los Angeles Session

Voice Your Opinion



Your input is needed to help guide California's future transportation decisions and investments. We need your opinions about state and regional transportation challenges in order to update the California Transportation Plan.

Please visit www.californiatransportationplan2040.org for more information about the California Transportation Plan.

FOR QUESTIONS ABOUT THIS SESSION OR TO RSVP, PLEASE CONTACT:

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

RSVP by August 25, 2013

\$75 GIFT CARD

and refreshments provided to all attendees.

Where & When

Los Angeles Metro Transportation Agency

**Metro Headquarters Building
Henry Huntington Room
One Gateway Plaza, 3rd Floor
Los Angeles, CA 90012**

Wednesday, August 28, 2013

5:45 pm to 8:30 pm

Doors close at 6:05pm

(Please print and bring your ticket for admittance - 1 person per household, no children please)

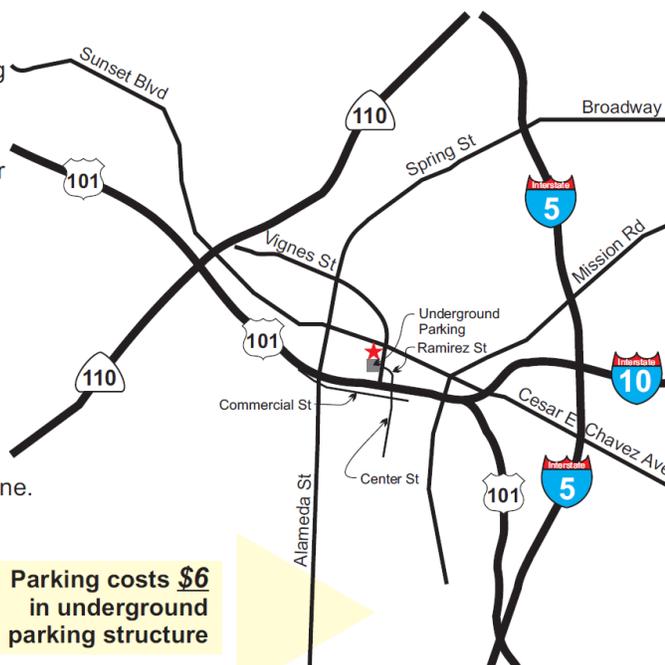
From US-101 North - Exit at Vignes St and stay in the left lane. Turn left at the light onto Vignes and then go straight into the underground parking structure from the middle lane.

From US-101 South - Exit at Alameda St and turn left at E Commercial St. Turn left onto Center St and continue straight onto Ramirez St. At Vignes St intersection, use middle lane to go straight into underground parking structure.

From I-5 North - Merge onto US-101 North and follow directions from US-101 North above.

From I-5 South - Take the Mission Rd exit and turn right. Take the 3rd right onto East Cesar E Chavez Ave. Turn left onto Vignes St. Turn right at the light onto Vignes and then go straight into underground parking structure from the middle lane.

For additional directions via car, Metro Rail, Metrolink, bus, and biking, please visit:
<http://www.metro.net/about/contact/>



Palm Desert Session

Voice Your Opinion



Your input is needed to help guide California's future transportation decisions and investments. We need your opinions about state and regional transportation challenges in order to update the California Transportation Plan.

Please visit www.californiatransportationplan2040.org for more information about the California Transportation Plan.

FOR QUESTIONS ABOUT THIS SESSION OR TO RSVP, PLEASE CONTACT:

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

RSVP by August 26, 2013

\$75 GIFT CARD

and refreshments provided to all attendees.

Where & When

Coachella Valley Association of Governments (CVAG), Room 115
73710 Fred Waring Dr.
Palm Desert, CA 92260

Thursday, August 29, 2013

5:45 pm to 8:30 pm

Doors close at 6:05pm

(Please print and bring your ticket for admittance - 1 person per household, no children please)

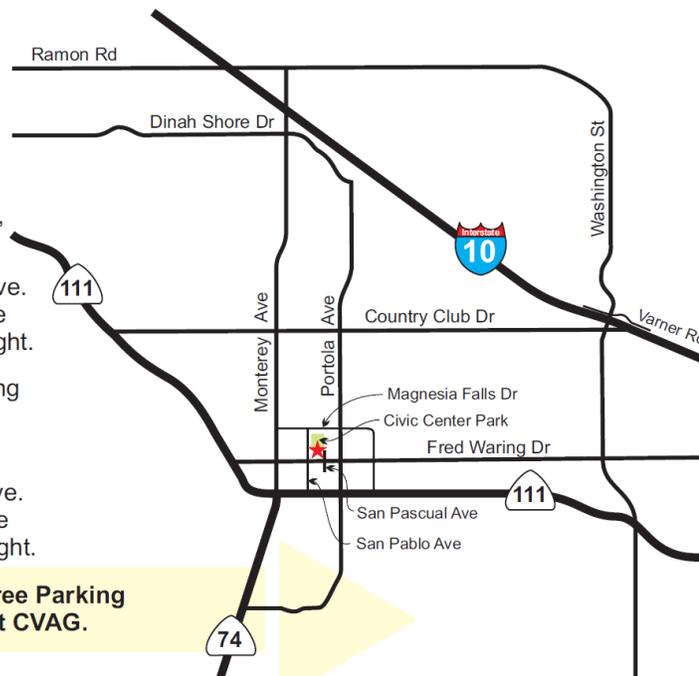
From I-10 East - Take the Monterey Ave exit. Turn right onto Monterey Ave. Turn left onto Fred Waring Dr. Turn left into the Civic Center/Park, destination will be on your right.

From I-10 West - Take the exit toward Washington St. Turn left onto Varner Rd. Turn left onto Washington St. Turn right onto Fred Waring Dr. Turn right into the Civic Center/Park, destination will be on your right.

From CA-111 North - Turn right onto Portola Ave. Turn left onto Fred Waring Dr. Turn right into the Civic Center/Park, destination will be on your right.

From CA-111 South - Turn left onto Fred Waring Drive. Turn left into the Civic Center/Park, destination will be on your right.

From CA-74 East - Continue onto Monterey Ave. Turn right onto Fred Waring Dr. Turn left into the Civic Center/Park, destination will be on your right.



Plenty of Free Parking in the Lot at CVAG.

TRANSIT DIRECTIONS & INFO



From BART - Get off at the 19th St. Oakland station. Walk/bike northeast on Broadway. Turn right onto Grand Ave. [0.4 miles total]



AC Transit bus lines run regularly along Grand Ave and Broadway.

Visit [511.org](https://www.511.org) for additional directions for using transit.

DRIVING DIRECTIONS

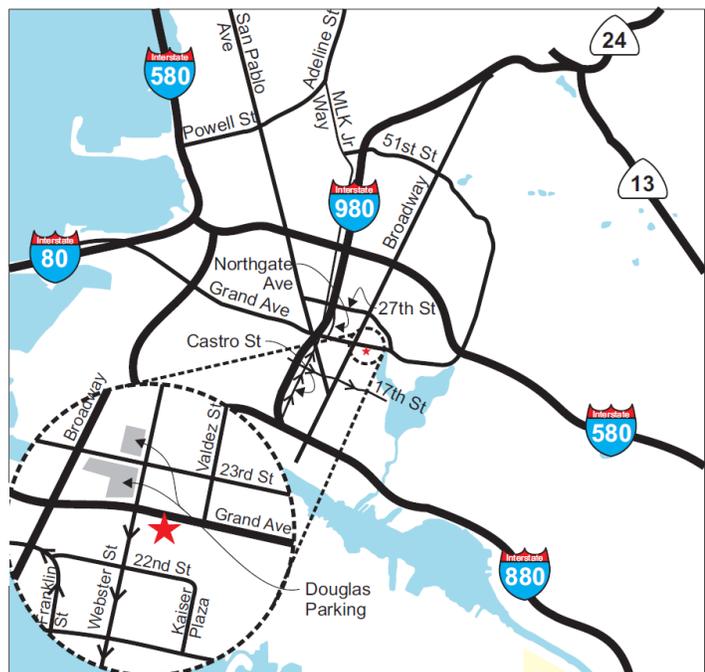
From I-580 East - Take the exit toward Downtown Oakland/I-980 W. Keep right at the fork, follow signs for 27th St/W Grand Ave and merge onto Northgate Ave. Turn left onto W Grand Ave. Destination will be on the right.

From I-80 East - Take the I-580 E exit toward California 24/Hayward/Stockton. Continue straight onto I-580 E. Follow directions above for I-580 East.

From I-580 West - Take the exit toward Interstate 980/Downtown/Interstate 880. Keep right at the fork, follow signs for 27th St/W Grand Ave and merge onto Northgate Ave. Turn left onto W Grand Ave. Destination will be on the right.

From I-880 North - Keep right to continue on I-980 E, follow signs for CA-24/Walnut Creek. Take the 17th St exit toward San Pablo Ave. Merge onto Castro St. Continue onto Martin Luther King Jr Way. Turn right onto W Grand Ave. Destination will be on the right.

From CA-24 West - Take the 27th St exit toward W Grand Ave. Merge onto Northgate Ave. Turn left onto W Grand Ave. Destination will be on the right.



Parking provided at Douglas Parking (corner of W Grand and Webster) for \$5.

Visit <https://maps.google.com> and “Get Directions” feature for specific directions from your location.

Redding Session

Voice Your Opinion



Your input is needed to help guide California's future transportation decisions and investments. We need your opinions about state and regional transportation challenges in order to update the California Transportation Plan.

Please visit www.californiatransportationplan2040.org for more information about the California Transportation Plan.

FOR QUESTIONS ABOUT THIS SESSION OR TO RSVP, PLEASE CONTACT:
Erica Myers, VRPA Technologies, Inc.
ethompson@vrpatechnologies.com
(559) 269-6703

RSVP by September 12, 2013

\$75 GIFT CARD

and refreshments provided to all attendees.

Where & When

**Shasta College, Downtown
Health Science Building, Rm 8220
1400 Market Street
Redding, CA 96001**

Tuesday, Sept. 17, 2013

5:45 pm to 8:30 pm

Doors close at 6:05pm

(Please print and bring your ticket for admittance - 1 person per household, no children please)

DRIVING DIRECTIONS

From SR-299 (Eureka Way) East - Travel into Downtown Redding. Turn right onto Market St. Turn right onto Tehama St. Parking garage is on your left.

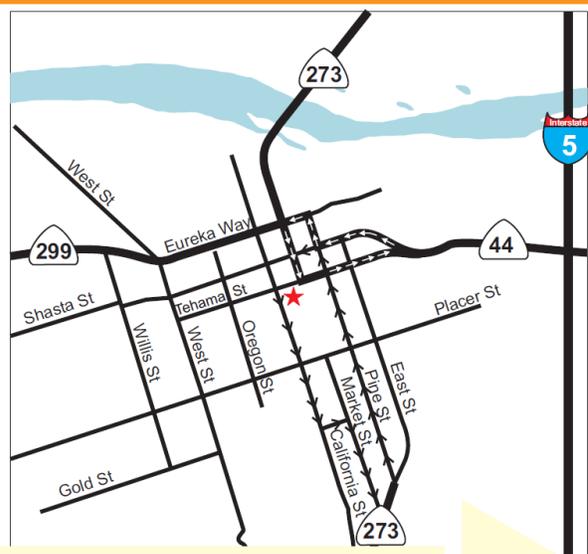
From SR-273 (Market St) South - Travel into Downtown Redding. Turn right onto Tehama St. Parking garage is on your left.

From I-5 South - Exit onto SR-44 W toward Eureka. Continue onto Shasta St. Turn left onto Market St. Turn right onto Tehama St. Parking garage is on your left.

From SR-44 West - Travel into Downtown Redding. Continue onto Shasta St. Turn left onto Market St. Turn right onto Tehama St. Parking garage is on your left.

From I-5 North - Exit onto SR-44 W toward Eureka. Continue onto Shasta St. Turn left onto Market St. Turn right onto Tehama St. Parking garage is on your left.

From SR-273 (S Market St) North - Continue onto Pine St. Turn left onto Shasta St. Turn left onto Market St. Turn right onto Tehama St. Parking garage is on your left.



Free parking provided in parking garage on Tehama St. Entrance to building is at corner of Tehama and Market.

Eureka Session

Voice Your Opinion



Your input is needed to help guide California's future transportation decisions and investments. We need your opinions about state and regional transportation challenges in order to update the California Transportation Plan.

Please visit www.californiatransportationplan2040.org for more information about the California Transportation Plan.

FOR QUESTIONS ABOUT THIS SESSION OR TO RSVP, PLEASE CONTACT:

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

RSVP by September 20, 2013

\$75 GIFT CARD

and refreshments provided to all attendees.

Where & When

Adorni Center, Meeting Room
1011 Waterfront Drive
Eureka, CA 95501

Wednesday, Sept. 25, 2013

5:45 pm to 8:30 pm

Doors close at 6:05pm

(Please print and bring your ticket for admittance - 1 person per household, no children please)

From US-101 North - Continue onto Broadway St. Continue onto 5th St. Turn left onto I Street. I Street turns right and becomes Waterfront Dr. Destination will be on your left.

From US-101 South - Continue onto 4th St. Turn right onto L Street. Turn left onto Waterfront Dr., destination will be on your right.

From CA-255 South - Turn right onto 4th St. Turn right onto L Street. Turn left onto Waterfront Dr., destination will be on your right.

Plenty of Free Parking in the Lot at Adorni Center.

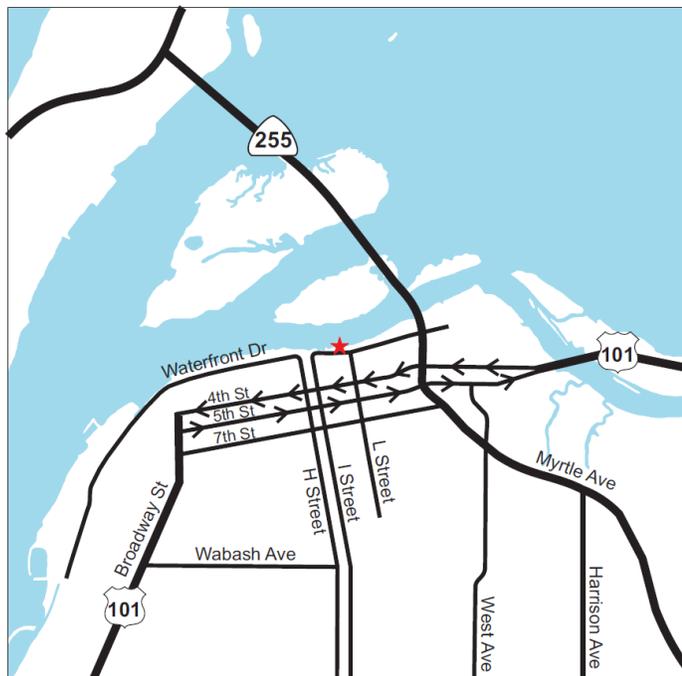


EXHIBIT F

Focus Group Handout Materials

EXHIBIT F-1

Focus Group Comment Sheet



Thank you for coming. Please share your comments about the California Transportation Plan 2040.

California Transportation Plan 2040 Feedback

Name _____ Email _____ Organization _____

EXHIBIT F-2 Caltrans Contact Sheet

For More Information...



Check out the CTP Website at:
www.californiatransportationplan2040.org



**For Questions, Contact the
CTP Project Manager:**
Gabriel_Corley@dot.ca.gov



EXHIBIT F-3 CTP Fact Sheet



Fact Sheet

What? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future, statewide, integrated, multimodal transportation system**. The CTP is prepared in response to Federal and State requirements and is updated every five years.

Why? The purpose of the CTP is to provide a **common policy framework** that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

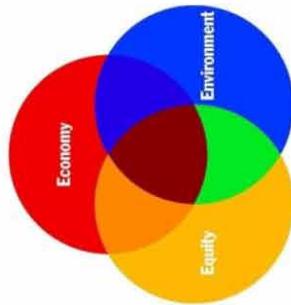
When? The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated with the development of the California Interregional Blueprint (CIB) in early 2010 in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the Transportation Agency (formerly Business, Housing, and Transportation Agency) in December 2015.

How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, quality environment, and social equity.

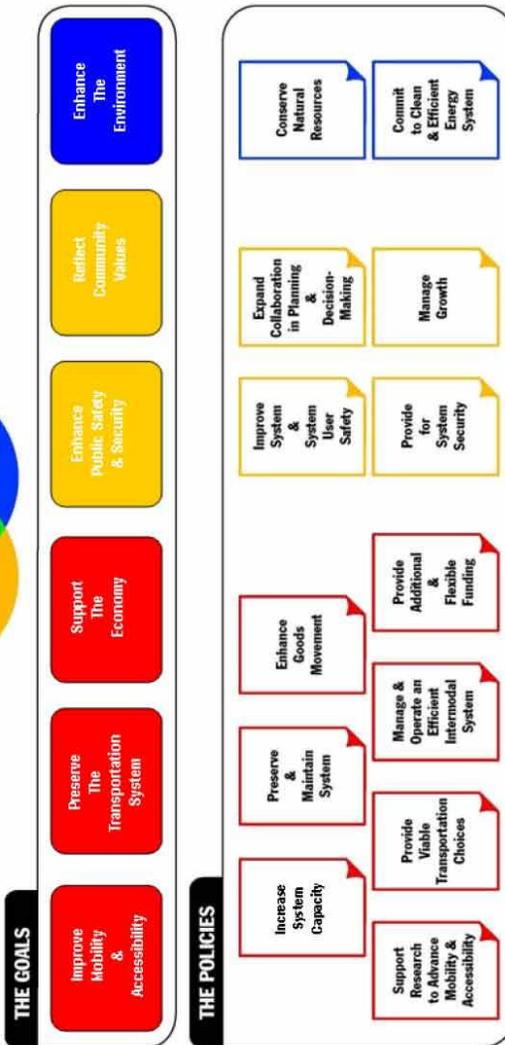
Beginning with the vision and policy framework of the 2030 plan (see reverse), this update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, to meet the requirements of MAP-21,* performance measures and targets will be developed for the plan with transportation agencies and transit operators.

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the plan and to participate in upcoming outreach activities, see our webpage at: <http://www.californiatransportationplan2040.org>.

*Moving Ahead for Progress in the 21st Century (MAP 21) Act is the federal legislation authorizing funding through 2014.



THE VISION
Sustainability



California Department of Transportation, April 2013



EXHIBIT F-4

Scope Document & Timeline

Scope Document & Timeline

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

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

ECONOMY • ENVIRONMENT • EQUITY



California 2040
TRANSPORTATION PLAN
Integrating California's Transportation Future

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

Key to this vision is considering "The 3 Es of Sustainability": a **prosperous Economy**, **quality Environment** and **social Equity** -- in all transportation decisions.



The current focus is to review and update the CTP for a 2040 planning horizon by incorporating elements of the previous plans (CTP 2025 and 2030 Addendum) and the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. Ongoing community outreach through an interactive website, as well as workshops and focus groups throughout the State, are important elements of the plan's development. By sharing your ideas, you can influence the content of the final plan and, ultimately, decisions on how your transportation dollars are invested.

The CTP 2040 is scheduled for approval in December 2015. To offer your input on this Scope Document & Timeline, and the California Transportation Plan 2040, please visit our website.

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 Scope Document & Timeline
 June 2013
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Year	Outreach	Consultation	Products
2013	<ul style="list-style-type: none"> WEB PORTAL FOCUS GROUPS TRIBAL MEETINGS 	<ul style="list-style-type: none"> POLICY & TECHNICAL COMMITTEES REGIONAL AGENCIES TRIBAL GOVERNMENTS 	<ul style="list-style-type: none"> CTP FACT SHEET SCOPE DOCUMENT EXPANDED OUTLINE CTP BROCHURE
2014	<ul style="list-style-type: none"> WEB PORTAL WORKSHOPS Fresno, Los Angeles, Oakland Redding, Sacramento, San Diego 	<ul style="list-style-type: none"> POLICY & TECHNICAL COMMITTEES REGIONAL AGENCIES TRIBAL GOVERNMENTS 	<ul style="list-style-type: none"> CTP 2040 - DRAFT #1
2015	<ul style="list-style-type: none"> WEB PORTAL CTP 2040 - DRAFT #2 45 Day Comment Period 	<ul style="list-style-type: none"> POLICY & TECHNICAL COMMITTEES REGIONAL AGENCIES TRIBAL GOVERNMENTS 	<ul style="list-style-type: none"> CTP 2040 - DRAFT #2 CTP 2040 - FINAL PLAN AGENCY APPROVAL

EXHIBIT F-5 CTP Public Participation Process

Public Participation

FIGURE 4: Planning and Funding Transportation Projects in California

