

**PUBLIC AND STAKEHOLDER REVIEW OF THE
CALTRANS PUBLIC PARTICIPATION PLAN**

Survey Summary Report

May 5, 2008



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PURPOSE OF THE SURVEY

In March 2008, Caltrans Department of Transportation Planning completed a draft Public Participation Plan (PPP) for the California Transportation Plan and the Federal Statewide Transportation Improvement Program. MIG, Inc. was engaged to assist Caltrans staff in disseminating the draft PPP to stakeholders and other interested parties and to invite comments on it before publication as a final document. Caltrans is interested in knowing if the PPP includes public outreach methods that are effective at reaching all residents of the State, whether they are stakeholders or the general public

PROCESS

MIG used the following methods to invite public comment on the draft PPP.

First of all, with its Townsquare™ web technology, MIG created a special PPP web page that was linked to the Caltrans home page. On this web page was a link to the draft plan as well as a link to a web survey where comments on the plan could be registered and compiled. The web survey instrument is shown in Appendix D. The web survey was on the website from mid-March through April, 2008.

Next, e-mails were sent inviting people to view the webpage, download the Draft PPP and fill out the web survey. These e-mails were sent to:

- Caltrans Dept. of Transportation Planning's statewide e-mail list of stakeholders and public agencies involved in transportation planning and programming.
- Members of the public who attended four focus group meetings (in Sacramento, Fresno, Oakland, and Long Beach) on the PPP in December 2007.
- Over 40 stakeholders who were interviewed in fall 2007 about effective methods of public outreach to use in the PPP. Two of the interviewed stakeholders, the League of Cities and the California State Association of Counties, agreed to send out an "e-mail blast" to public works directors around the State inviting them to participate in commenting on the Draft PPP.

Text of these e-mails is shown in Appendix E.

For those on the Caltrans stakeholder lists who don't have e-mail addresses, a letter was sent inviting people to visit the website to view the Draft PPP and comment on it, or obtain a hard copy from Caltrans. This letter is shown in Appendix G.

For the 107 Indian Tribes on the Caltrans list, a packet consisting of a copy of the Draft PPP and a survey form was sent by mail, with a stamped envelope and MIG's address on it for returning the survey form. The letter to tribes is shown in Appendix F.

SUMMARIZED RESULTS

The compiled survey numbers are shown in Appendix A, and a listing of answers to open-ended questions is shown in Appendix B. Several tribal responses, which are in the hardcopy form, and mailed to MIG, are shown in Appendix C.

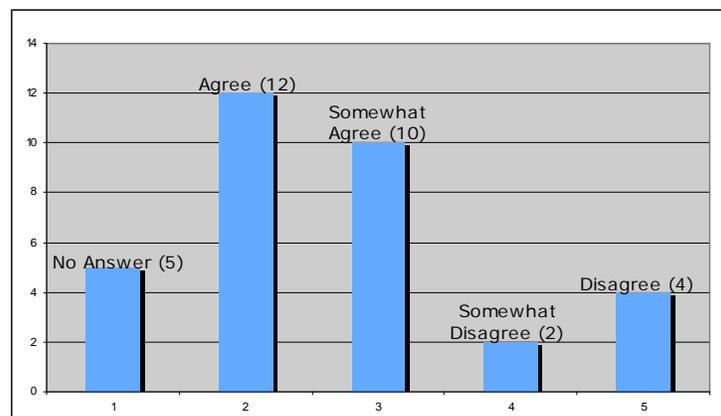
Web Survey

A total of 33 individuals filled out at least part of the web survey. At the end of the survey, the respondents were asked for demographic information, on a voluntary basis. Based on the answers,

- 48% were from the general public, and 33% were representing an organization (18% no answer)
- 3% were male, 15% female (52% no answer)
- 33% 41-65 years old, 9% 21-40 years old, 3% less than 20 years old, and 3% over 65 (52% no answer).
- 36% white (non-Hispanic), 6% American Indian, 3% Hispanic/Latino, 55% no answer
- 21% earn \$50,000-\$75,000 per year, 9% earn over \$75,000, 6% earn \$0-\$10,487, 3% earn \$10,488-\$20,444, 3% earn \$35,001-\$50,000, 58% no answer

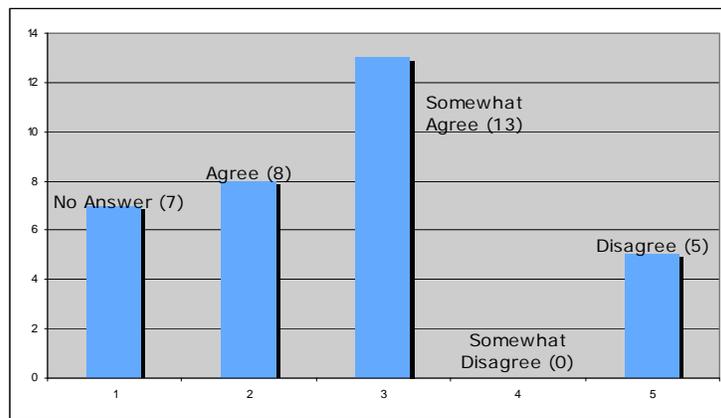
The following is a synopsis of the survey results. After each statement, the respondent was asked to answer “agree,” “somewhat agree,” “somewhat disagree,” or “disagree.” Although percentages are used, they should be understood as having only relative weight, given the small sample size.

Question 2-1: The PPP provides meaningful public involvement in Caltrans planning and programming processes.



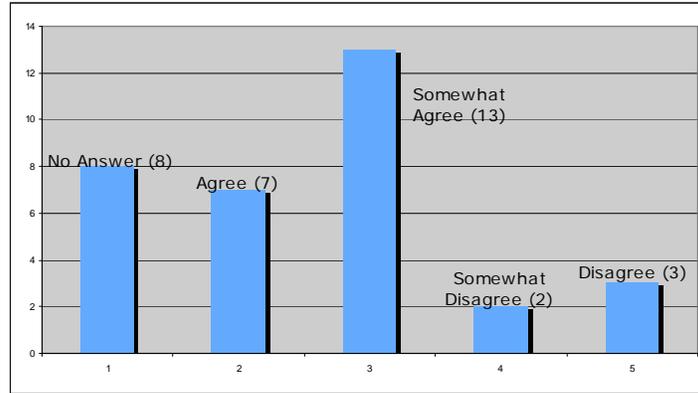
- 66 % of respondents either agree or somewhat agree with this statement, and 18% disagree. (15% no answer)
- Written comments include several that show frustration with public engagement in transportation planning. Some of the reasons are bureaucratic language used in Caltrans presentations, lack of citizen power in particular situations, and public ignorance of what is going on. One comment suggested that the PPP overlooks existing mechanisms for public interactions, such as DMV offices and inspection facilities. This person cautions against using only new outreach methods.

Question 2-2: The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation process.



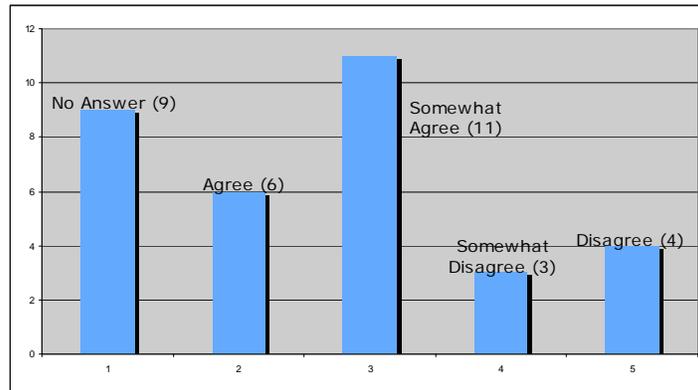
- 64% of respondents either agree or somewhat agree with this statement, and 15% disagree. (21% no answer)
- Again, some of the written comments are about the arcane language used by Caltrans staff when making presentations and the general lack of public accessibility of the plans. One comment said that a webpage and focus group meetings are not enough, and too narrow. This person suggested consulting District project development staff and HQ environmental staff about using other methods.

Question 2-3: Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.



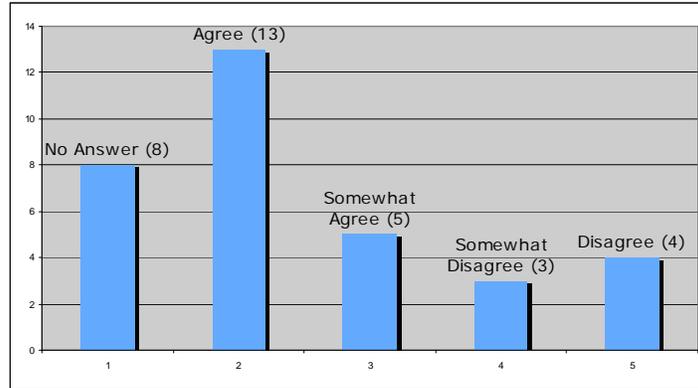
- 61% agree at least somewhat (mostly somewhat) with this statement, and 15% disagree. (24% no answer)
- Some respondents were positive about this statement, and others made a variety of criticisms, including: we probably provide too much opportunity for public input, Caltrans staff are very insulated from public participation processes, the website will miss most of the public and shouldn't be emphasized so much, the PPP focus seems to force stakeholders to seek out information (and this should be reversed).

Question 2-4: The PPP adequately identifies the features needed for a successful Public Participation Website.



- 52% agree at least somewhat with this statement, and 21% disagree at least somewhat. (27% no answer)
- Written comments include: consider including an “alert” function on the site for people who want to know when something is changed; it is key to get the word out about the website; add a blog to the website that allows everyone to see all the comments; add boxes prepared by regional agencies to show their events and policies, not just links to their sites; this survey is a great start.

Question 2-5: PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).



- 55% agree at least somewhat, 21% disagree at least somewhat (24% no answer)
- Written comments include: probably provides more opportunity than is necessary; we don't serve these populations adequately; tourism groups are often overlooked; no mention of non-English speakers, PPP effort here is vague, but still focused on the web and email even for this group, so most people will be missed; the PPP should identify where these groups already congregate for their involvement. The PPP might also include groupings by transportation user type, such as commercial vehicle operator, daily commuter, or public transportation user.

Surveys from Tribes

Three hardcopy surveys were returned from tribes. There are no written comments, except for the request for a formal consultation from one of the tribes. Two of the surveys indicate that the methods used for meaningful participation are shown in the PPP, and the other survey disagrees. Caltrans will continue to follow up with tribal governments to find out their suggestions and ideas for tribal consultation and involvement.

Overall Summary

The PPP document and survey were sent to several hundred individuals representing stakeholder groups as well as some people from the general public. Responses were received from only 33 people, and the results were mixed. Generally speaking, those who responded would like Caltrans to be very proactive in public participation efforts on statewide planning and programming efforts and make special efforts to engage those who are normally underrepresented. There is a certain amount of skepticism in the responses about whether the State listens to the public, so Caltrans will need to address that perception. Some specific suggestions were made that Caltrans may want to consider incorporating into the PPP, or at least give more emphasis.

**APPENDIX A.
COMPILED WEB SURVEY RESULTS**

LimeSurvey

Quick Statistics



Filter Settings



Results

No of records in this query: 33

Total records in survey: 33

Percentage of total: 100.00%

[Browse](#)

[Export](#)

Field Summary for 2-1:

The PPP provides meaningful public involvement in Caltrans planning and programming processes. If you have additional general comments, please write them in provided space.

Answer	Count	Percentage
No answer	5	15.15%
Agree (211)	12	36.36%
Somewhat Agree (212)	10	30.30%
Somewhat Disagree (213)	2	6.06%
Disagree (214)	4	12.12%

Field Summary for 2-2:

The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation process.If you have additional general comments, please write them in provided space.

Answer	Count	Percentage
No answer	7	21.21%
Agree (211)	8	24.24%
Somewhat Agree (212)	13	39.39%
Somewhat Disagree (213)	0	0.00%
Disagree (214)	5	15.15%

Field Summary for 2-3:

Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.If you have additional general comments, please write them in provided space.

Answer	Count	Percentage
No answer	8	24.24%
Agree (211)	7	21.21%
Somewhat Agree (212)	13	39.39%

Somewhat Disagree (213)	2	6.06%
Disagree (214)	3	9.09%

Field Summary for 2-4:

The PPP adequately identifies the features needed for a successful Public Participation Website.If you have additional general comments, please write them in provided space.

Answer	Count	Percentage
No answer	9	27.27%
Agree (211)	6	18.18%
Somewhat Agree (212)	11	33.33%
Somewhat Disagree (213)	3	9.09%
Disagree (214)	4	12.12%

Field Summary for 2-5:

PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).If you have additional general comments, please write them in provided space.

Answer	Count	Percentage
No answer	8	24.24%
Agree (211)	13	39.39%
Somewhat Agree (212)	5	15.15%
Somewhat Disagree (213)	3	9.09%
Disagree (214)	4	12.12%

Field Summary for 2-6:

Please add any additional comments on the PPP that you would like to make. Also, let us know what is the most effective method for reaching you (or your group) in Caltrans planning and programming efforts.

Answer	Count	Percentage
Answer Browse	17	51.52%
No answer	16	48.48%

Field Summary for 1-1:

Please let us know who is filling out this survey:

Answer	Count	Percentage
No answer	6	18.18%
General Public (d11)	16	48.48%
I represent an organization (d12)	11	33.33%

Field Summary for 1-org2:

Name

Answer	Count	Percentage
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Answer Browse	7	21.21%
No answer	26	78.79%

Field Summary for 1-org3:**Position**

Answer	Count	Percentage
Answer Browse	8	24.24%
No answer	25	75.76%

Field Summary for 1-org4:**Organization**

Answer	Count	Percentage
Answer Browse	9	27.27%
No answer	24	72.73%

Field Summary for 1-org5:**Address**

Answer	Count	Percentage
Answer Browse	5	15.15%
No answer	28	84.85%

Field Summary for 1-org6:**E-mail**

Answer	Count	Percentage
Answer Browse	8	24.24%
No answer	25	75.76%

Field Summary for 3-1:**Gender**

Answer	Count	Percentage
No answer	17	51.52%
Female (F)	5	15.15%
Male (M)	11	33.33%

Field Summary for 3-2:**Age**

Answer	Count	Percentage
No answer	17	51.52%
Less than 20 (di31)	1	3.03%
21-40 (di32)	3	9.09%
41-65 (di33)	11	33.33%
Over 65 (di34)	1	3.03%

Field Summary for 3-3:		
Ethnicity		
Answer	Count	Percentage
No answer	18	54.55%
American Indian (di41)	2	6.06%
Asian (di42)	0	0.00%
African American/Black (di43)	0	0.00%
Hispanic/Latino (di44)	1	3.03%
Native Hawaiian/Other Pacific Islander (di45)	0	0.00%
White (non-Hispanic) (di46)	12	36.36%
Other (di47)	0	0.00%

Field Summary for 3-4:		
Income		
Answer	Count	Percentage
No answer	19	57.58%
\$0 - \$10,487 (di51)	2	6.06%
\$10,488 - \$20,444 (di52)	1	3.03%
\$20,445 - \$35,000 (di53)	0	0.00%
\$35,001 - \$50,000 (di54)	1	3.03%
\$50,001 - \$75,000 (di55)	7	21.21%
\$75,001 - \$100,000 (di56)	1	3.03%
Over \$100,000 (di57)	2	6.06%

Field Summary for 3-5:		
Number of members in household		
Answer	Count	Percentage
No answer	18	54.55%
1 (di61)	3	9.09%
2 (di62)	7	21.21%
3 (di63)	1	3.03%
4 (di64)	4	12.12%
More than 4 (di65)	0	0.00%

Field Summary for 3-6:		
Highest level of education you have completed?		
Answer	Count	Percentage
No answer	17	51.52%
Some high school (361)	1	3.03%
High school graduate (362)	1	3.03%

Some college or trade school (363)	4	12.12%
Two-year college degree (364)	0	0.00%
Four-year college degree (365)	2	6.06%
Graduate or post-graduate degree (366)	8	24.24%



LimeSurvey
Version 1.53+



APPENDIX B.
COMPILED ANSWERS TO OPEN-ENDED QUESTIONS

Comments on Draft PPP and Responses

Question: The PPP provides meaningful public involvement in Caltrans planning and programming processes. (multiple choice response). If you have additional general comments, please write them in provided space.

Comment	Response
<p>In general, I will believe it when I see it. In general, Caltrans staff generally doesn't follow the context sensitive guidelines that are in place at this time. Now there is a whole new program that staff will generally ignore as well. Good luck in implementing.</p> <p>The group was very interesting and it explained why and how the Departments work and try to coordinate the plans.</p> <p>Public media is almost totally absent; people in general have no idea of the issues or proposed solutions. There is no organized process for general feedback.</p> <p>“Bureauspeak” or terms familiar to agency presenters, engineers or those trying to communicate projects is often a roadblock to getting the general public engaged or in support of the project. Understanding the laws, regulations and process used by...</p> <p>I have not know how to be involved in decisions about my town, Forestville, which is controlled by Caltrans since highway 116 runs through the center of tow.</p> <p>I have been to many a civic meeting where people's wishes are ignored and eminent domain abuses are being committed. I think it is tragic that people are left with the balance of their mortgages to file bankruptcy and face homelessness.</p> <p>Spend money on streets, roads, and highways, stop wasting tax money on fancy lighting for the Coronado Bridge. Good highways and lighting for safety, not wasted resources.</p> <p>The PPP seems to overlook existing mechanisms for public interaction with transportation-based programs. Examples would be DMV office, CHP and DFA Inspection Facilities. Using only new outreach methods limits the exposure of the PPP.</p>	<p>Several written comments expressed frustration with the transportation planning process and what is perceived as a lack of opportunity for public participation. The Public Participation Process (PPP) for the California Transportation Plan (CTP) and the Federal Statewide Transportation Improvement Program (FSTIP) provides information to educate and guide the public through various key decision points in the CTP and FSTIP process. The PPP encourages individuals to become involved in the transportation planning process at the earliest possible stage, usually the local level. To facilitate this participation, links are provided to Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) for all areas of the State. Individuals are also encouraged to contact their local Caltrans office to find out how they can continue to be involved in project implementation opportunities.</p> <p>The PPP does not contain an exhaustive list of avenues for public interactions. Rather, it does specify various strategies that can be used to facilitate public outreach. Specific outlets such as DMV, CHP, etc. are not excluded and will certainly be considered where appropriate.</p> <p>The final version of the PPP has been rewritten in a more conversational tone, eliminating much of the “bureauspeak” or technical jargon in an effort to make it more “user friendly”.</p>

Question: The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation process.

Comment	Response
<p>Looks good.</p> <p>Public hearings are staged in arcane language designed only for local boards who I suspect do not understand the underlying implications of they are making decisions on.</p> <p>I was not aware of the current public comment opportunity on the CTP and FSTIP until I came to the Caltrans website looking for something else. I've been actively involved in local Caltrans projects and plans, read three local newspapers and listen to local...</p> <p>The PPP relies on only two, very narrow methods: a webpage and meeting with selected Focus Group members. You should consult District project development staff and HQ Environmental staff about their experience using many other methods.</p> <p>I hope there will be opportunity for public participation in the decision as to whether to install traffic light or roundabout at #116 and Mirabel. I strongly favor a roundabout!</p> <p>I have been sent around in circles with vague responses. I find this question insulting to my intelligence. I say fire the PPP and cut out the government fat.</p> <p>Spend money on streets, roads and highways, stop wasting tax money on fancy lighting for the Coronado Bridge. Good highways and lighting for safety, not wasted resources.</p> <p>Work for responsible people who are willing to work more if the project calls for it for a mission accomplished and getting the job done.</p> <p>Please see prior comment. There are also existing stakeholder interactions that are not included, such as regular meetings between BTH Agency departments. ARB, CHP, and DMV hold regular stakeholder meetings with open agendas that can be used for</p>	<p>Based on comments, there appears to be confusion between the methods used to determine how the public wants to be involved, proposed methods for the PPP, and local transportation project concerns.</p> <p>In order to develop the PPP, Caltrans first had to ask the public how they wanted to be involved in the development of the CTP and FSTIP, and what strategies would be most effective for generating public input. To obtain the initial information, Caltrans worked with a consulting firm Moore Iacofano Goltsman, Inc. and used several methods to interact with the public and solicit input. These included focus groups, web surveys, and interviews with stakeholder groups, etc. This was a separate process from the actual public outreach used to distribute the PPP.</p> <p>Public outreach for the CTP and FSTIP is designed to educate and inform the general public as well as stakeholders. In order to reach a wide and diverse audience, public outreach for the PPP was conducted using "Townsquare web technology to create a special Public Participation Process webpage. Invitations were distributed via e-mail blasts and letters to stakeholders and other interested parties soliciting comments on the proposed PPP. Copies of the PPP were also made available upon request.</p> <p>The PPP emphasizes early involvement in the transportation planning process and provides contact information for the metropolitan planning organizations and regional transportation planning. These agencies often have citizen advisory groups and other avenues for public participation that allow interested parties to become involved in transportation planning much earlier in the process than the FSTIP.</p>

Question: Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP (multiple-choice response). If you have additional general comments, please write them in provided space.

Comment	Response
<p>We probably provide too much opportunity for public input. The public rarely knows or understands what is “best” for them, especially relative to technical issues.</p> <p>Looks Good!</p> <p>How will this happen, Caltrans staff are very insulated from the public participation process.</p> <p>Just happened to stumble on this survey.</p> <p>Yes, I’m now one of the few who will! Your primary emphasis on the website appears to be an easy option that will be fun for staff, but will miss most of the public.</p> <p>I hope so!</p> <p>Nobody has given me the time or place to get up and speak on my constitutional property rights. An “informational meeting” with half truths are a smokescreen to the grand theft the government wants to commit.</p> <p>Spend money on streets, roads and highways, stop wasting tax money on fancy lighting for the Coronado Bridge. Good highways and lighting for safety, not wasted resources.</p> <p>True.</p> <p>The PPP focus seems to put the impetus on the stakeholder to seek out opportunities for commenting and participating in the PPP. The approach should be reversed.</p>	<p>Development of the PPP actively sought participation from stakeholders and the general public using a variety of techniques designed to reach the largest audience. Most participants in the focus groups were not previously aware of opportunities for public participation in the transportation planning process.</p> <p>The PPP states that in order to achieve a more meaningful public involvement process, Caltrans will emphasize educating the public on how transportation decisions in California are made. Outreach activities may include community and stakeholder presentations, focus groups, and newsletters, all designed to educate the public about the transportation planning process. In addition, similar methods as well as e-mail blasts, website postings, and mailing lists may be employed to reach out to the public and notify interested parties of opportunities to comment on the CTP or FSTIP.</p>

Question: The PPP adequately identifies the features needed for a successful Public Participation Website. If you have additional general comments, please write them in provided space.

Comment	Response
<p>Looks good!</p> <p>I bet if you ask the general public, they would tell you that the local roads need more help than the state roadways. Unfortunately, there isn’t sufficient funding for both and there is no compromising when funding is allocated.</p>	<p>These comments will be considered in developing the PPP website.</p>

<p>No.</p> <p>Consider including an “alert” function on the site. People who want to know when something is changed can set their “alert settings” to automatically send them and email outlining where the change was made so they can log on to the site and examine the...</p> <p>Can’t really tell what the website is supposed to do. Perhaps add ad “blog” tht lets everyone see all the comments would help. Add boxes prepared by SCAG, MTC, etc. to show their events and policies, not just links to their sites.</p> <p>I don’t know where else to communicate with you about this. But this survey is a great start.</p> <p>The government is a deaf and greedy monster that will steal from the elderly, disabled, and working families with children. They don’t care about our “public participation” when they want to steal our home.</p> <p>Spend money on streets, roads, and highways, stop wasting tax money on fancy lighting for the Coronado Bridge. Good highways and lighting for safety, not wasted resources.</p>	
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Question: PPP adequately address the involvement of groups that are traditionally underrepresented (such as low-income or minority). If you have additional general comments, please write them in provided space.

Comment	Response
<p>Again, probably provides more opportunity than is necessary.</p> <p>Looks good.</p> <p>Its hearsay.</p> <p>Totally not. As we are involved in serving that population, there is no level of discussion of public policy regarding transportation models or priorities.</p> <p>Tourism groups and organizations are often over looked. They represent business like Chambers of Commerce do but they also represent the traveling public who may be impacted by projects.</p>	<p>Caltrans strives to provide opportunities for public comment on the CTP and FSTIP to all interested parties specified in federal regulations. Strategies for the PPP aimed at minority and low-income communities include more than just the PPP website. Examples include advertising in ethnic media, providing outreach materials at transit facilities, communicating through trusted community leaders, and going to their gathering places. Outreach strategies may also include providing language assistance to non-native speakers, providing documents in alternate formats to those with sensory disabilities, and providing disability assistance at workshops.</p> <p>It should be noted that the draft PPP does not</p>

<p>It's only "adequate" if it actually works. No mention of non-English speakers (talk with District 4 and District 7 staff). The PPP effort here is vague, but still focused on the web and email even for this group, so most people will be missed.</p> <p>Forestville has a significant lower-income population, which is probably one reason we are still unincorporated and controlled by Caltrans and the Sonoma County Supervisors and Planning Dept.</p> <p>These issues are never considered as there are many who may own property but not have full command of the English language, as my Italian grandparent did not.</p> <p>Spend money on street, roads and highways, stop wasting tax money on fancy lighting for the Coronado Bridge. Good highways and lighting for safety, not wasted resources.</p> <p>It will effect the people who have places to be and that is everybody who takes the highway.</p> <p>The PPP could better identify where these groups already congregate to seek information or interact with government. The PPP might also include groupings by transportation user type, such as commercial vehicle operator, daily commuter, or public transportation...</p>	<p>include the various contact lists used for the CTP and FSTIP. These lists do include representatives of the interested parties specified in the federal regulations including private providers of transportation, users of public transportation, and those traditionally underrepresented such as the disabled, minority, and low-income populations.</p>
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Questions: The following are general comments that are not associated with the previous open ended questions.

Comment	Response
<p>The site plan for this project does not specifically identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or ground waters. The foremost method of reducing impacts to watersheds from urban development is "low Impact Development"(LID), the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimal generation of nonpoint source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters...We request you require these principles to be incorporated into the proposed project design. We request natural drainage patterns be maintained to the extent feasible. Future development plans should</p>	<p>It appears this comment may have been submitted in error as it seems to address a specific project. The PPP does not include specific projects. However, it should be noted that 23 CFR 450.214 (i) states that the long-range statewide transportation plan shall be developed as appropriate in consultation with local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. It continues by stating the long-range statewide transportation plan shall include a discussion of potential environmental mitigation activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the long-range statewide transportation plan. Caltrans consulted with natural resources and</p>

<p>consider the following items: NPDES General Construction Stormwater Permit and/or a NPDES General Industrial Stormwater Permit. Please consider development features that span the drainage channels or allow for broad crossings. Design features of future development should be incorporated to ensure that runoff is not concentrated by the proposed project, thereby causing downstream erosion. If the proposed project impacts and alters drainages, then we request that the project be designed such that it would maintain existing drainage features and patterns to the extent feasible. Please inform project proponent to consult with Army Corps of Engineers, Department of Fish and Game, and the Water Board prior to issuing a grading permit.</p>	<p>environmental agencies during the development of the California Transportation Plan 2030 Addendum, including consulting and comparing plans, maps, and data. Caltrans will continue to consult with these natural resources and environmental agencies during the development of the next CTP update.</p>
<p>Question: The following comments were received from United States Environmental Protection Agency</p>	
<p>EPA recommends involvement of resource and regulatory agencies during TIP development or amendments if there are substantial project modifications or new projects not previously identified in the state transportation plan that are expected to result in significant environmental or community impacts. When contacting the EPA for involvement on a TIP...</p> <p>Section 6001 requires that a long-range transportation plan include a discussion of the types of potential environmental activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The State is required to develop the discussion in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. The PPP should describe this interagency consultation requirement.</p> <p>Caltrans should involve resource and regulatory agencies in key decision-making milestones for the state transportation plan, including providing an opportunity to comment on the plan's purpose and need and environmental data considered during planning. Caltrans should coordinate with specific resource and regulatory agencies to determine how to most effectively and efficiently solicit feedback and involvement.</p>	<p>The comments submitted by EPA stress early involvement of resource and regulatory agencies regarding environmental impacts of development and updates to the CTP, FTIP, and FSTIP. SAFETEA-LU requires that these types of consultations take place. Caltrans consulted with natural resources and environmental agencies during development and updates of prior statewide long-range transportation plans, and will continue to do so for all future updates. The PPP has also been modified to include a section on Resource Agency Consultation and encourages consideration of environmental issues early in the transportation planning process. Caltrans will also continue to consult on mitigation activities with federal, State, and tribal wildlife, land management, and regulatory agencies, identifying potential environmental activities and areas that have the greatest potential to restore and maintain the environmental functions affected by our activities. . In addition to the normal environmental process required for the development of all transportation projects, resource and regulatory agencies are provided opportunities to comment on other transportation-related documents such as the metropolitan long-range transportation plans, individual FTIPs, as well as the FSTIP. The MPOs and RTPAs also have processes related to consultation with resource and regulatory agencies and also address the various components spelled out in the</p>

<p>EPA recommends including in the PPP the following key decision-making milestones during state transportation plan development to outreach to public agencies:</p> <p>Purpose and Need and List of Proposed Projects – to develop the statewide transportation plan’s purpose and need that jointly considers state transportation needs and environmental considerations to set the stage for the purpose and need of future state transportation projects.</p> <p>Development of Environmental Data or Resource Maps – to identify areas that are resource-rich, and therefore should be avoided when planning new transportation infrastructure. In highly urbanized and heavily impacted resource areas, to ensure projects are located and designed to first avoid, and then minimize impacts to neighboring communities and environmental resources.</p> <p>Development of State Mitigation Strategies – to develop statewide activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan for multiple resources.</p> <p>Development of analyses for growth-related impacts and cumulative impacts – to assess the state transportation plan’s influence on the timing and location of future growth and to provide a more complete state assessment of potential impacts to resources from all reasonably foreseeable projects.</p> <p>With the changing nature of efforts associated with climate change and the State’s strategy to address economic and environmental issues of moving goods, resource and regulatory agencies may have an interest in how state transportation planning and programs are adapting to relevant changes in these programs.</p>	<p>comments by EPA.</p>
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**APPENDIX C.
MAILED-IN RESPONSES FROM TRIBES**

6. Please add any additional comments on the PPP that you would like to make. Also, let us know what is the most effective method for reaching you (or your group) in Caltrans planning and programming efforts.

Please let us know who is filling out this survey:

Name Doyle Lowry

Position Public Works Director

Organization Susacville Indian Rancheria

Address 745 Joaquin St Susacville Ca 96130

E-mail SIR_Property@Frontier.net.net

THANK YOU!!



CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP)

We want to ensure all stakeholders have a voice in the development of this Public Participation Plan (PPP) for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP).

Please tell us if we got it right by completing this survey by May 1, 2008 and mailing it to MIG, 613 G Street, Davis, CA 95616. Your comments are important and can make a difference. To learn more about the Public Participation Plan for the CTP and FSTIP, please visit our web site at <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html>.

QUESTIONS

1. The PPP provides meaningful public involvement in Caltrans planning and programming processes. Please choose one of the following:

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

2. The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation processes.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

3. Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

4. The PPP adequately identifies the features needed for a successful Public Participation Website.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

5. The PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:



CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP)

We want to ensure all stakeholders have a voice in the development of this Public Participation Plan (PPP) for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP).

Please tell us if we got it right by completing this survey by May 1, 2008 and mailing it to MIG, 613 G Street, Davis, CA 95616. Your comments are important and can make a difference. To learn more about the Public Participation Plan for the CTP and FSTIP, please visit our web site at <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html>.

QUESTIONS

1. The PPP provides meaningful public involvement in Caltrans planning and programming processes. Please choose one of the following:

- Agree
 Somewhat agree
 Somewhat disagree
 Disagree
 No opinion
 No answer

Please write any comments you may have here:

* The Greenville Rancheria would like to request formal consultation.*

2. The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation processes.

- Agree
 Somewhat agree
 Somewhat disagree
 Disagree
 No opinion
 No answer

Please write any comments you may have here:

please refer to above note

3. Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

4. The PPP adequately identifies the features needed for a successful Public Participation Website.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

5. The PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

6. Please add any additional comments on the PPP that you would like to make. Also, let us know what is the most effective method for reaching you (or your group) in Caltrans planning and programming efforts.

Greenville Rancheria would like to also request direct communication's for site monitoring within Region 2 and 3.

Please let us know who is filling out this survey:

Name Michael DeSpain

Position ENVIRONMENTAL DIRECTOR

Organization GREENVILLE RANCHERIA

Address P.O. Box 279 / 410 MAIN ST
GREENVILLE, CA 95967

E-mail mdeSpain, epa @ greenvillerrancheria. com

THANK YOU!!



CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP)

We want to ensure all stakeholders have a voice in the development of this Public Participation Plan (PPP) for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP).

Please tell us if we got it right by completing this survey by May 1, 2008 and mailing it to MIG, 613 G Street, Davis, CA 95616. Your comments are important and can make a difference. To learn more about the Public Participation Plan for the CTP and FSTIP, please visit our web site at <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html>.

QUESTIONS

1. The PPP provides meaningful public involvement in Caltrans planning and programming processes. Please choose one of the following:

- Agree
 Somewhat agree
 Somewhat disagree
 Disagree
 No opinion
 No answer

Please write any comments you may have here:

2. The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation processes.

- Agree
 Somewhat agree
 Somewhat disagree
 Disagree
 No opinion
 No answer

Please write any comments you may have here:

3. Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

4. The PPP adequately identifies the features needed for a successful Public Participation Website.

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

5. The PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).

- Agree
- Somewhat agree
- Somewhat disagree
- Disagree
- No opinion
- No answer

Please write any comments you may have here:

6. Please add any additional comments on the PPP that you would like to make. Also, let us know what is the most effective method for reaching you (or your group) in Caltrans planning and programming efforts.



CALIFORNIA DEPARTMENT OF TRANSPORTATION

California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP)

We want to ensure all stakeholders have a voice in the development of this Public Participation Plan (PPP) for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP).

Please let us know who is filling out this survey by May 1, 2007 and identify the title of your position. If you are a representative of an organization, please provide the name of the organization.

Please let us know who is filling out this survey:

Name Cynthia Phillips

Position Administrator

Organization Mechoopda Indian Tribe

Address 125 Mission Ranch Blvd
Chico, Ca 95926

E-mail c.phillips@mechoopda-nsn.gov

THANK YOU!!

**APPENDIX D.
SURVEY INSTRUMENT**



PPP for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP)

We want to ensure all stakeholders have a voice in the development of this Public Participation Plan (PPP) for the California Transportation Plan (CTP) and Federal Statewide Transportation Improvement Program (FSTIP).

Please tell us if we got it right by completing and submitting this survey by May 1, 2008. Your comments are important and can make a difference. To learn more about the Public Participation Plan for the CTP and FSTIP, please visit our [web site](#).

Questions

2-1: The PPP provides meaningful public involvement in Caltrans planning and programming processes.

If you have additional general comments, please write them in provided space.

Choose only one of the following

Please choose

one of the
following:

- Agree
- Somewhat

Agree

- Somewhat

Disagree

- Disagree

- No answer

Please enter your comment here:

2-2: The PPP sufficiently addresses the potential outreach methods that may be employed during the CTP and FSTIP public participation process.

If you have additional general comments, please write them in provided space.

Choose only one of the following

Please choose one of the following:

- Agree
- Somewhat Agree
- Somewhat Disagree
- Disagree
- No answer

Please enter your comment here:

2-3: Given these methods, you will have sufficient opportunity for inputs to influence the final CTP or FSTIP.

If you have additional general comments, please write them in provided space.

Choose only one of the following

Please choose one of the following:

- Agree
- Somewhat Agree
- Somewhat Disagree
- Disagree
- No answer

Please enter your comment here:

2-4: The PPP adequately identifies the features needed for a successful Public Participation Website.

If you have additional general comments, please write them in provided space.

Choose only one of the following

Please choose one of the following:

- Agree
- Somewhat Agree
- Somewhat Disagree
- Disagree

Please enter your comment here:

No answer

2-5: PPP adequately addresses the involvement of groups that are traditionally underrepresented (such as low-income or minority).

If you have additional general comments, please write them in provided space.

Choose only one of the following

Please choose

one of the
following:

Please enter your comment here:

- Agree
 Somewhat Agree
 Somewhat Disagree
 Disagree
 No answer

2-6: Please add any additional comments on the PPP that you would like to make. Also, let us know what is the most effective method for reaching you (or your group) in Caltrans planning and programming efforts.

Respondent Group Information

1-1: Please let us know who is filling out this survey:

Choose only one of the following

- General Public
 I represent an organization
 No answer

Demographic Information

[submit](#)

[\[Exit and Clear Survey\]](#)

[Save Survey and Return](#)

**APPENDIX E.
E-MAIL TEXT**

To: Caltrans CTP Email list

Subject: Caltrans Public Participation Plan Released for Comments

To all interested parties:

The California Department of Transportation (Caltrans) has released a Draft Public Participation Plan (PPP) for its statewide transportation plan and funding program. You are invited to visit

<http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html> to download the PPP, and provide comments by filling out a survey. Caltrans wants to involve stakeholders and the general public in transportation planning and programming in the most effective ways possible, so your feedback is important and will make a difference.

The PPP and survey will be available to fill out online through May 1, 2008. If you have any questions, please contact Laurie Waters, Caltrans Office of State Planning, 916-654-4466, or laurie_waters@dot.ca.gov.

If you are interested in future public involvement opportunities with Caltrans plans and programs, go to <http://limesurvey.migcom.com//index.php?sid=74759> to give us your preferences on mail or e-mail, as well as your contact information.

Thank you in advance for helping us create meaningful opportunities for public involvement in improving our transportation system!

Thank you,
MIG, Inc., on behalf of
Caltrans Office of State Planning

E-mail to stakeholders who were interviewed

To: List of stakeholders who were interviewed

Subject: Caltrans Public Participation Plan Released for Comments

Several months ago, you were interviewed on the phone by MIG, Inc. about the most effective ways to engage your organization in commenting on the statewide transportation plan and funding program. We very much appreciate your help on this. The results of those interviews and other outreach efforts are reflected in the Draft Public Participation Plan (PPP) that has been released for public review.

You are invited to visit <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html> to download the Draft PPP and provide your comments by filling out a survey. Caltrans wants to involve stakeholders and the general public in transportation planning and programming in the most effective ways possible, so your feedback is important and will make a difference. And please feel free to forward this opportunity for commenting on the Draft PPP to your members or colleagues.

The PPP and survey will be available to fill out online through May 1, 2008. If you have any questions, please contact Laurie Waters, Caltrans Office of State Planning, 916-653-4466 or laurie_waters@dot.ca.gov. Thank you again for helping us create meaningful opportunities for public involvement in improving our transportation system!!

Thank you,
MIG, Inc., on behalf of
Caltrans Office of State Planning

To: Focus Group Participants
Subject: Caltrans Public Participation Plan Released for Comments

To all interested parties:

Thank you again for participating in a focus group on the subject of public participation for the plans and funding programs of the California Department of Transportation (Caltrans). Your input was very valuable.

Caltrans has now released a Draft Public Participation Plan (PPP) for its statewide transportation plan and funding program. You are invited to visit <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html> to download the PPP, and provide comments by filling out a survey. Caltrans wants to involve stakeholders and the general public in transportation planning and programming in the most effective ways possible, so your feedback is important and will make a difference.

The PPP and survey will be available to fill out online through May 1, 2008. If you have any questions, please contact Laurie Waters, Caltrans Office of State Planning, 916-654-4466, or laurie_waters@dot.ca.gov.

If you are interested in future public involvement opportunities with Caltrans plans and programs, go to <http://limesurvey.migcom.com//index.php?sid=74759> to give us your preferences on mail or e-mail, as well as your contact information.

Thank you in advance for helping us create meaningful opportunities for public involvement in improving our transportation system!

Thank you,
MIG, Inc., on behalf of
Caltrans Office of State Planning

**APPENDIX F.
LETTER TO TRIBES**

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING – MS-32
1120 N STREET
P.O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 653-3635
FAX (916) 653-1447



March 13, 2008

Dear Honorable Tribal Chairperson:

The California Department of Transportation (Caltrans) has released a **Draft** Public Participation Plan (PPP) for review and comments regarding its statewide transportation plans and funding programs. Federal Highway Administration policies and regulations require that in order for California to receive federal funding for transportation planning and programs, Caltrans needs to ensure that Tribal Governments have the opportunity to be involved early in the planning and programming processes. Thus, the final Public Participation Plan (PPP) will contain sections that address government-to-government consultation to be conducted with California Tribal Governments.

We would very much appreciate your feedback on this PPP. You have been sent a copy of the PPP, as well as a comment form to fill out and send in. The PPP is also available on-line at <http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html>. This website also features a survey that will allow you to easily give us your comments on-line if you prefer. We look forward to receiving your guidance and suggestions. They will be taken under consideration as we finalize the PPP.

Caltrans is interested in a PPP that involves California Tribal Governments, stakeholders and the general public in transportation planning and programming in the most effective ways possible, so your feedback is important and will make a difference.

Please contact Leslie Snow at 916-651-6887, or e-mail her at leslie_snow@dot.ca.gov if you have questions.

Thank you in advance for helping us create meaningful opportunities for California Tribal Governments' involvement in improving our transportation system!

Sincerely,

A handwritten signature in black ink, appearing to read "Joan Soltenberger".

FOR
JOAN SOLLENBERGER
Chief
Division of Transportation Planning

**APPENDIX G.
LETTER TO INTERESTED PARTIES**

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



*Flex your power!
Be energy efficient!*

March 13, 2008

Dear Interested Parties:

The California Department of Transportation (Caltrans) has released a Draft Public Participation Plan (PPP) for its statewide transportation plans and funding programs. We would very much appreciate your feedback on this PPP. All comments are due by May 1, 2008.

If you are an Internet user, you are invited to download the PPP at:
<http://www.dot.ca.gov/hq/tpp/offices/osp/ppp.html>

This website also features an on-line survey that will allow you to easily give us your comments.

Caltrans is interested in a PPP that involves stakeholders and the general public in transportation planning and programming in the most effective ways possible, so your feedback is important and will make a difference.

If you are interested in future public involvement opportunities with Caltrans plans and programs, go to <http://limesurvey.migcom.com//index.php?sid=74759> to give us your preferences on mail or e-mail, as well as your contact information.

Thank you in advance for helping us create meaningful opportunities for public involvement in improving our transportation system.

In closing, if you would like a hard copy of the plan to review and a comment form to mail in, or if you have any questions please contact Laurie Waters at 916-653-4466, or e-mail her at:
laurie_waters@dot.ca.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan Smith".

NATHAN SMITH
Chief
Office of State Planning
Division of Transportation Planning