



**Interregional Transportation Strategic Plan (ITSP)  
Stakeholder Workshop Summary Report  
January 2021**

Prepared by:



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# ITSP Stakeholder Workshop Summary Report

## Introduction

Caltrans, with assistance from Planning and Public Engagement (PPEC) contractor MIG, Inc., is working to engage District staff and partners in a statewide process to identify concerns and ideas for the Interregional Transportation Strategic Plan (ITSP). As part of this effort, MIG conducted three virtual community workshops for each region of California. The Northern Region workshop was held on November 12, 2020, the central Region workshop was held on November 17, 2020, and the Southern Region was held on December 1, 2020.

Due to COVID-19 related restrictions on public gatherings, Caltrans conducted the workshops on Zoom, with Zoom hosting provided by MIG. Caltrans used a variety of methods to publicize the workshops, including email notifications to a list of stakeholders that included District staff, regional partners, and local agencies. The Northern Region workshop had 44 participants, the Central Region had 61 participants, and the southern Region had 78 participants, for an overall total of 183 participants in the videoconference workshops.

## Workshop Format

The purpose of the workshops were to identify concerns and ideas for the ITSP. Each workshop was conducted in a similar manner to ensure all participants had a similar experience.

The workshop objectives were to:

- Review the ITSP influences and reach
- Discuss potential concerns and ideas for interregional transportation

MIG Team members facilitated the workshop and provided videoconferencing support. Noé Noyola from MIG opened the workshop and introduced Caltrans Headquarters staff. Marlon Flournoy, Transportation Planning Division, provided opening remarks and Frances Dea-Sanchez, ITSP Program Manager, provided a presentation on the ITSP update process. The MIG team then conducted a short poll and facilitated small group discussions.

MIG designed the workshop to be interactive. Participants were able to make comments using the Zoom chat throughout the presentation. The Zoom polling feature was used in each workshop to help gauge ITSP priorities. Polling questions were as follows:

1. Please select the three California Transportation Plan 2050 Goals that you would prioritize.
  - Accessibility
  - Climate
  - Economy
  - Environment

- Equity
  - Infrastructure
  - Quality of Life and Public Health
  - Safety
2. How can the ITSP improve multimodal connectivity through the ITSP?
- Enhance bicycle and pedestrian infrastructure
  - Enhance transit connections to transportation hubs that can link to Intercity Passenger Rail, Bus Service, and High-Speed Rail
  - Improve the frequency of intercity rail and bus services
  - Promote integration and reliable travel time information across modes to improve transfer times
3. What is your biggest concern regarding the future of interregional freight movement?
- Congestion
  - Construction
  - Infrastructure
  - Other Drivers
  - Restrictions (examples: bridge height, STAA Standards)
  - Other
4. Considering COVID-19's effects on access to education, healthcare, and commerce, is access to reliable high-speed internet a concern in your communities?
- High level of concern
  - Moderate level of concern
  - Low level of concern
  - No concern
5. How much does tourism and recreational travel contribute to your local or regional economy?
- High level of contribution
  - Moderate level of contribution
  - Low level of contribution
  - No contribution

Participants were able to further discuss priorities and concerns in small group discussions. Participants in each workshop split up into small groups with a facilitator, recorder, and a subject matter expert in each group. The groups discussed the following questions:

1. What are the key issues and policies within your region that you would like to have reflected in the ITSP?
2. What transportation options or projects do you recommend improving the accessibility and efficiency of long-distance (interregional) travel for 1) People; 2) Transit; 3) Intercity Rail; 4) Goods; 5) Different travel scenarios - Rural/Rural, Rural/Urban, and Urban/Urban?

After each small group reported out, Frances summarized the ITSP development timeline and shared contact information for remaining questions and comments.

## Summary of Input

The following is a summary of the key findings and ideas from all three workshops.

### Poll

The following is a composite of responses to the polling questions.

- **Question 1:** Participants were asked to “select the three California Transportation Plan 2050 Goals that you would prioritize.” The top three California Transportation Plan 2050 Goals were “Safety” with 21.6%, “Accessibility” with 15.1%, and “Economy” with 12.6%.
- **Question 2:** The most popular method for improving multimodal connectivity through the ITSP was “Enhance transit connections to transportation hubs that can link to Intercity Passenger Rail, Bus Service, and High-Speed Rail” with 52.1%.
- **Question 3:** The biggest concerns regarding the future of interregional freight movement were Infrastructure with 47.1% and Congestion with 39.9%.
- **Question 4:** 43.2% of respondents considered that there is a high level of concern in their communities regarding access to reliable high-speed internet.
- **Question 5:** 44.5% of respondents considered that tourism and recreational travel make a high level of contribution to their local or regional economy.

### Small Group Discussion

**Question 1: What are the key issues and policies within your region that you would like to have reflected in the ITSP?**

#### **Key Findings—Composite from All Workshops**

- Improving connections throughout the state, specifically east and west connections
- Improving rural to urban connections and congestion
- Improving safety for all travelers
- Maintaining and rehabilitating routes
- Integrating and filling the gaps for multimodal travel
- Finding sustainable funding to support projects
- Providing equitable access and improvements to state routes and facilities
- Providing equitable access and support to touristic destinations and economies

- Communicating and collaborating with partners at the local, regional, state, and national level
- Sharing information and data with partners
- Integrating and supporting state mandates for climate change objectives
- Identifying and maintaining alternative routes for emergency evacuation (fires, flooding, etc.)

### **North Region**

- Infrastructure
  - Connections
    - Understanding rural to urban connections
    - Improving east-west connections
    - Improving Interstate, county, cities, and regional connections
    - Programing the California Integrated travel project
    - Investing in more rail corridors
  - Congestion
    - Addressing bottlenecks in key locations and seasonal times
    - Supporting rural to urban traffic
  - Safety
    - Identifying and maintaining alternative routes for Emergency evacuation (fires, flooding, etc.)
    - Improving Interregional facilities to help with equations
    - Ensuring all travelers are safe due to road conditions
- Multimodal travel
  - Integrating and creating more active transportation infrastructure
  - Creating seamless connections between modes
  - Shorting the travel times for different modes
  - Addressing Climate change goals and actions
- Economy
  - Balancing jobs and housing
  - Finding funding
  - Sustaining ITSP as a funding source
  - Integrating and considering the impacts of teleworking
  - Supporting recreational tourism
  - Supporting Safety with funding
  - Supporting disadvantaged populations with subsidies
- Partnerships
  - Collaborating with local partners and agencies between Caltrans, local and rural agencies
  - Establishing Investment partnerships
  - Sharing and coordinating data and information

## **Central Region**

- Multimodal travel
  - Integrating and creating more active transportation infrastructure
  - Educating people on how to use bus and bike facilities
  - Creating more connections and options between routes and modes
  - Making public transit more affordable
  - Shifting travel patterns
  - Supporting and maintaining public transit, intercity buses, bicycles, pedestrian
  - Creating more interregional connections (LA to North CA., Guadalupe to Santa Maria)
- Partnerships
  - Collaborating with local partners and agencies (Union Pacific, Caltrans, etc.)
  - Communicating with private distribution and agriculture companies
  - Sharing data and information
  - Focusing on the customer/traveler
- Economy
  - Identifying and understating shift in trends to move to rural areas
  - Integrating and learning about new technology (Electric trucking, hydrogen, ZEV, etc.)
  - Supporting agricultural production
  - Supporting the tourist economy
  - Funding for maintenance
- Equity
  - Accessing internet/ teleworking
  - Supporting disadvantaged, monolingual, homeless communities in the central valley
  - Funding disaster relief
- Infrastructure
  - Connections
    - Addressing gaps in mobility
    - Creating more east -west travel
    - Finishing projects in progress
  - Congestion
    - Bottlenecks in key locations
    - Rural to Urban traffic
    - Improving interchanges
  - Safety
    - Identifying and maintaining alternative routes for Emergency evacuation (fires, flooding, etc.)
    - Widening routes for safety not congestion
    - Understanding driver behavior for rural highway safety

## **South Region**

- Accessibility
  - Integrate multimodal infrastructure
    - Supporting and maintaining public transit, intercity buses, bicycles, pedestrian
    - Creating more connections and options between routes and modes
    - Marketing for tourist and choice riders to use
    - Accessing affordable options
    - Investing and finding funding to support infrastructure
    - Revitalizing underutilized spaces
    - Decreasing VMT
    - Easing congestion
  - Rail
    - Interregional / Interstate connections (LA/Inland Empire to Las Vegas, LA to San Diego)
    - Possible private investment
- Partnerships
  - Collaborating with local partners and agencies
  - Sharing data, policies, and information
  - Standardizing or creating performance metrics
- Infrastructure
  - Connections
    - Accessing ports in LA and San Diego
    - Ensuring safe interregional routes (I -5, I-10, I-15, US – 395, etc.)
    - Maintaining interregional routes
    - Preserving routes
    - Prioritizing multimodal infrastructure
  - Congestion
    - Reviewing the impact of e-Commerce
    - Bottlenecks in key locations
    - Rural to Urban traffic
    - Urban traffic
  - Emergency evacuation (fires, flooding, etc.) - Wayfinding/ Identifying alternative routes
  - Integrating more zero emissions and climate action actions
  - Safety- Maintaining and rehabilitating routes
- Economy
  - Balancing jobs and housing
  - Addressing Equity
  - Identifying impacts of E-commerce (San Bernardino, Los Angeles)
  - Finding funds
  - Investing in transit
- Equity

- Accessing internet/ teleworking
- Strategizing access to recreation and tourism

**Question 2: What transportation options or projects do you recommend improving the accessibility and efficiency of long-distance (interregional) travel for 1) People; 2) Transit; 3) Intercity Rail; 4) Goods; 5) Different travel scenarios - Rural/Rural, Rural/Urban, and Urban/Urban?**

**North Region**

- People
  - Analyzing travel behavior and cost
  - Addressing equitable access for veterans, senior, low income, disability, etc.
  - Balancing job and housing
  - Considering economic impacts; Tourism, recreational travel, etc
  - Supporting additional housing
- Transit
  - Accessing transit information; cost, duration, trip planning, destination.
  - Capitol Corridor
  - Considering reliability and frequency of transit and rail services
  - Integrating a Zero emissions fleet
  - Reviewing the access to transit in Northern California
  - Adding new multi-modal facilities
- Intercity Rail
  - Integrating more railway separation to reduce idling trains and be more efficient in moving goods and people
- Goods
  - Analyzing goods movement data
  - Improving east and west connections
  - Improving efficiency
  - Identifying alternative routes
  - Expanding four lanes to support freight and safety
  - Taking a state-regional look at goods movements
  - Looking at long term and short-term environmental impacts
  - South County Corridor Feasibility Study
  - Potential San Joaquin Valley Port study (phase II)
  - I-5 is closing more frequently
- Different travel scenarios - Rural/Rural, Rural/Urban, and Urban/Urban.
  - Communicating with partners
  - Connecting rural areas and other disadvantaged areas
  - Improving road capacities
  - Improving Rural to urban connections

## **Central Region**

- People
  - Supporting Statewide mandate to integrate charging stations
  - Enhancing safety and connections during road shut downs and emergencies (fire, snow, floods, etc.)
- Transit
  - Providing transit for local trips
  - Accessing trip planning information, locations, modes, affordable pricing
  - Supporting alternative modes and fill in the gaps, Carpool, Vanpool, Park& ride, bike, etc.
  - Enhancing station and transit hubs
  - Electrifying transit
- Intercity Rail
  - Considering abandoned rail lines
  - Considering the feasibility of a bus freeway
  - Connecting Central valley and South Bay, San Benito COG Rail study
  - Creating partnerships
  - Creating connections between modes and locations
  - Support transit-oriented development
  - Studying the Impacts of multimodal hubs and park & rides.
- Goods
  - Improving infrastructure; passing lanes, shoulders, active transportation
  - Investing in the High-Speed Rail and partnerships.
  - Considering seasonal volumes, increases in e-commerce and distribution hubs
  - Incentivizing pilot project for autonomous truck in rural communities then expand to urban
- Different travel scenarios - Rural/Rural, Rural/Urban, and Urban/Urban.
  - Improving rural to rural connections
  - Improving east and west connections, Central Coast to Central Valley
  - Improving the capacity and safety of SR 41, SR 91, SR 9, SR 40, SR 58, SR 46, SR 99, SR 166, US 101, I 5

## **South Region**

- People
  - Improving access and quality of active transportation
  - Improving safety for cyclist and pedestrians, Pacific Coast Highway, Laguna Beach Highway
  - Accessing travel pricing, duration, and locations
  - Educating people on how to use public transportation and rail
  - Considering the State and national boards
- Transit
  - Improving transit mobility, using toll lanes or shoulders for travel, ramp design
  - Improving bus transit

- Filling the gaps in the first and last mile
- Supporting the various modes of transportation while using other modes, being able to take bicycles aboard transit
- Expanding and connecting express lane system to improve travel reliability.
- Electrifying transit
- Reimagining the Park & ride lots
- Communicating and collaborating with local, regional, state, and national partners
- Standardizing General Transit Feed Specification (GTFS)
- Intercity Rail
  - Marketing the existing underutilized passenger rails, Metrolink
  - Making it a viable option, shorten travel duration
- Goods
  - improving safety and capacity on major commuting routes
  - Analyzing the impacts of E-commerce and Micro freight fleets
  - Addressing Freight bottlenecks, Grapevine, El Cajon pass
  - Improving travel reliability
  - Improving interregional routes and hubs, charging, parking, reliability, safety
  - Adapting to Electrification component
- Different travel scenarios - Rural/Rural, Rural/Urban, and Urban/Urban.
  - Improving the capacity and safety of I - 405, SR 99, I – 5, SR138, LASSAN,
  - Improving rural to urban connections
  - Funding and supporting maintenance
  - Focusing on equitable access and impacts
  - Collaborating and sharing data, information, and tools with partners

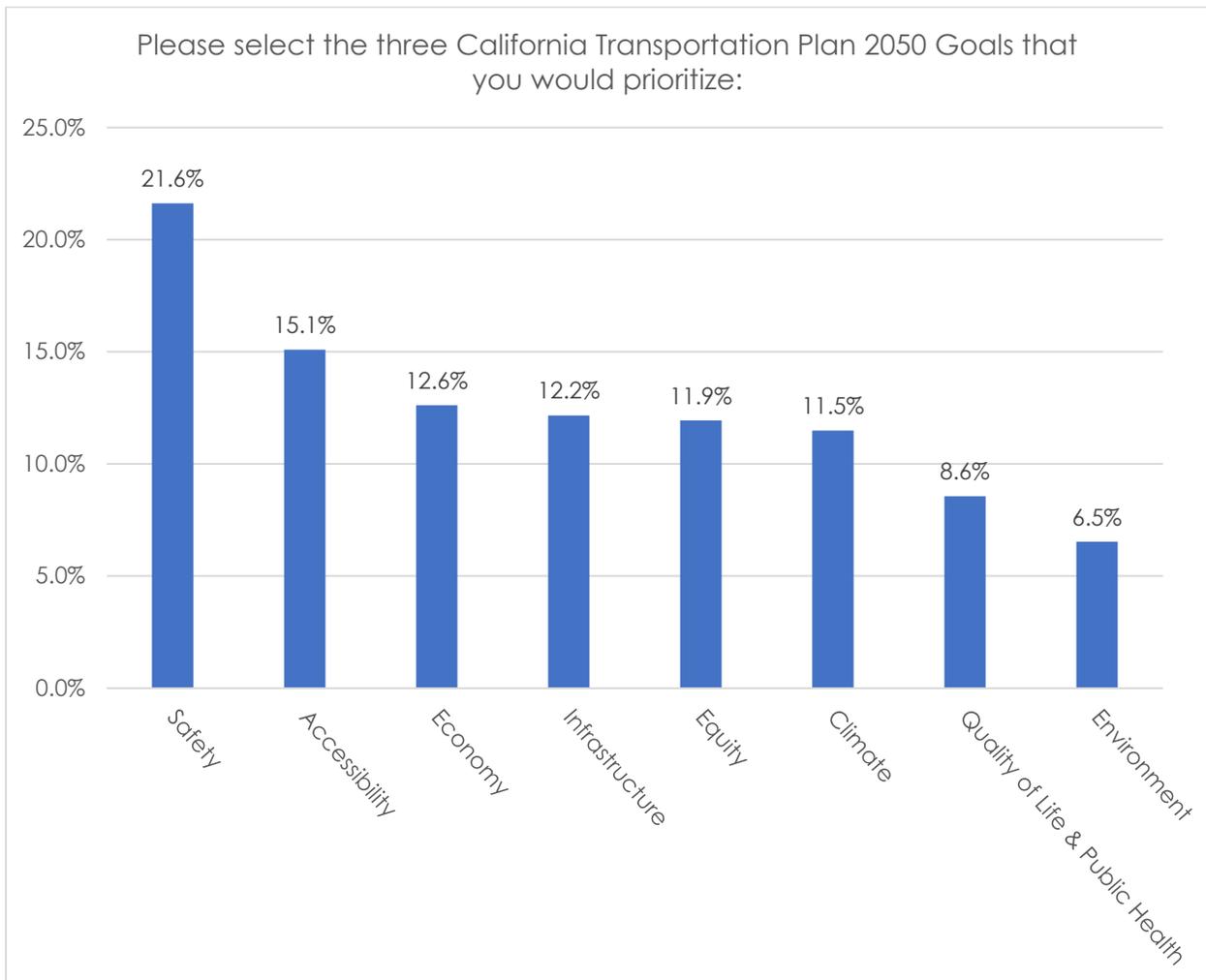
## Appendix

For polling questions, a number “n” is provided for the number of respondents for the question. This number is the basis of percentages shown unless otherwise described in the caption. The value for n varies for each theme, since each of the poll questions were optional, and some had multiple responses, resulting in vote counts greater than the number of respondents and total percentages greater than 100%.

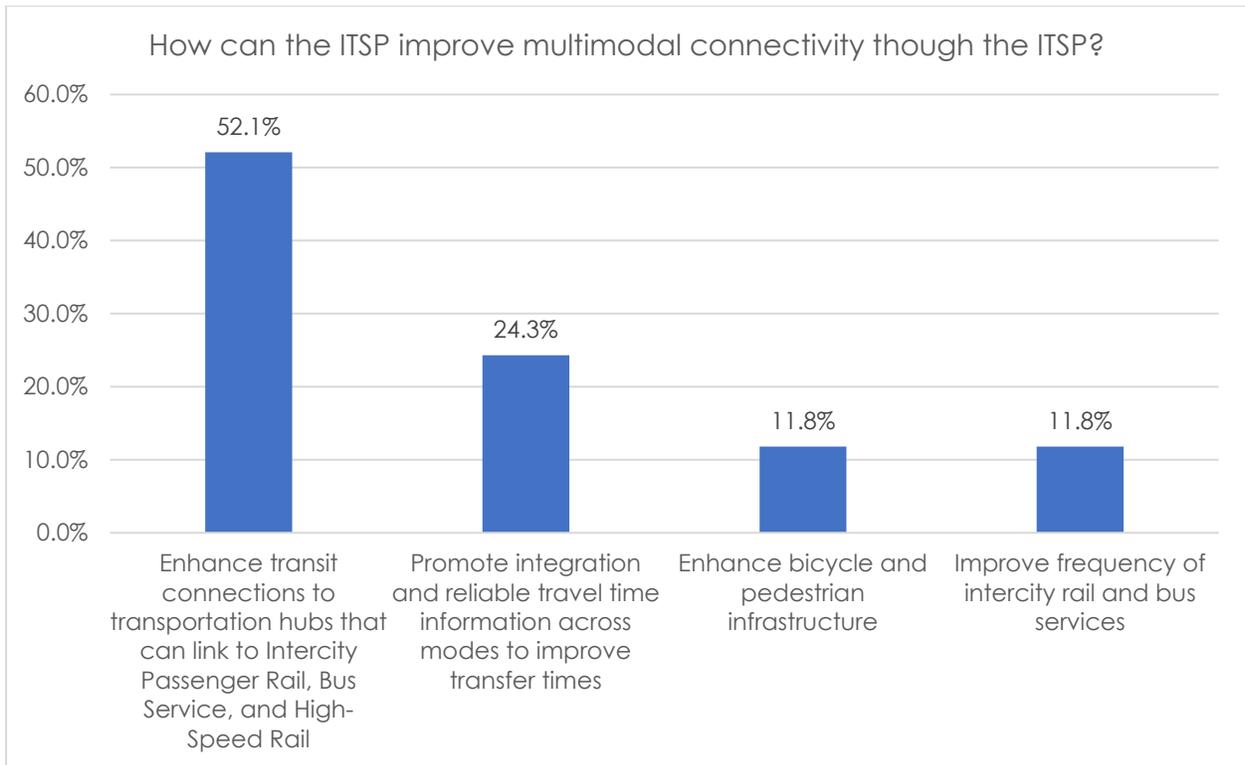
The Chat comments attached have been modified to remove the names of participants.

### Composite Poll

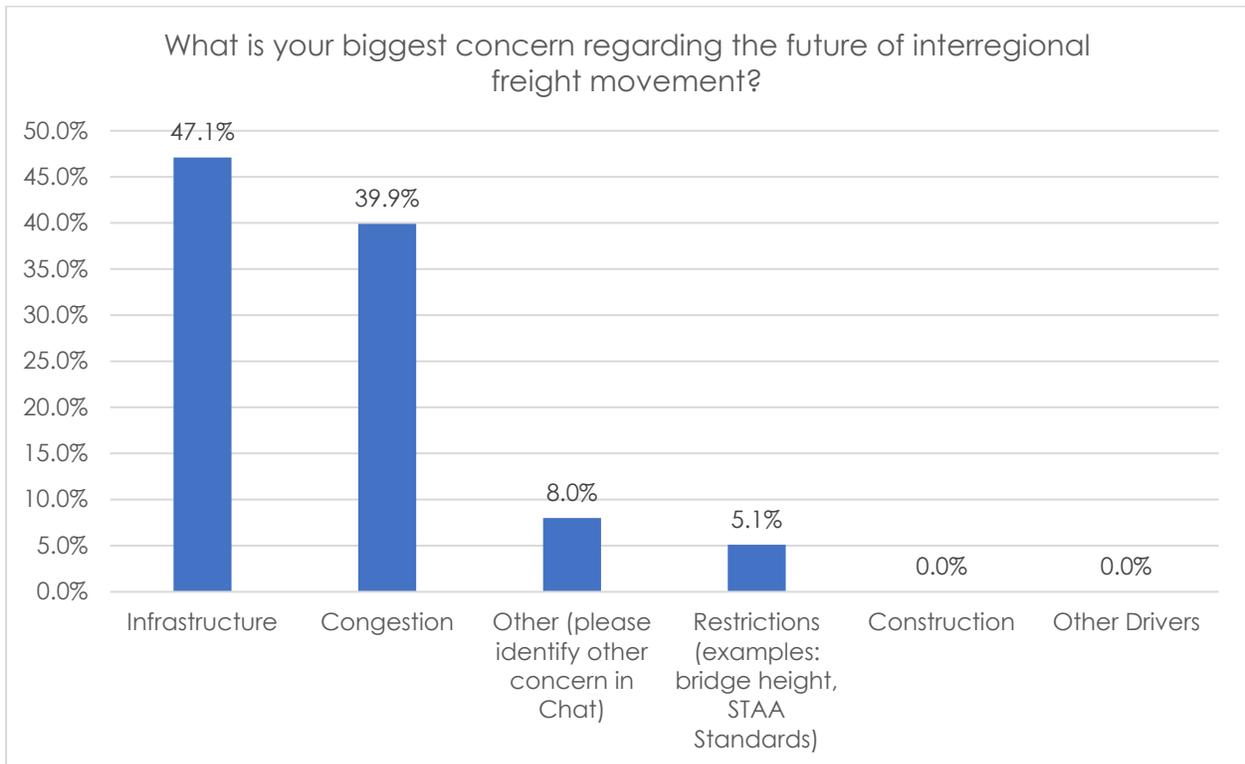
#### Q1 – N:444



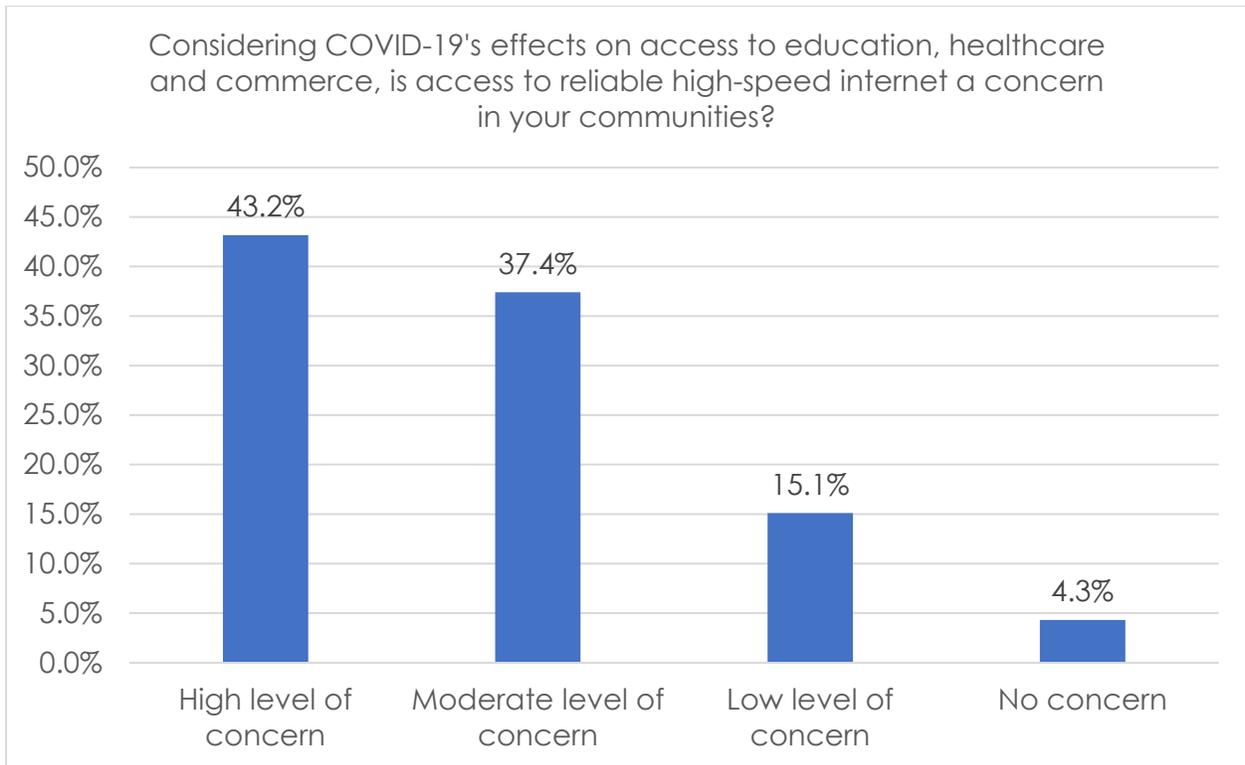
**Q2 – N:144**



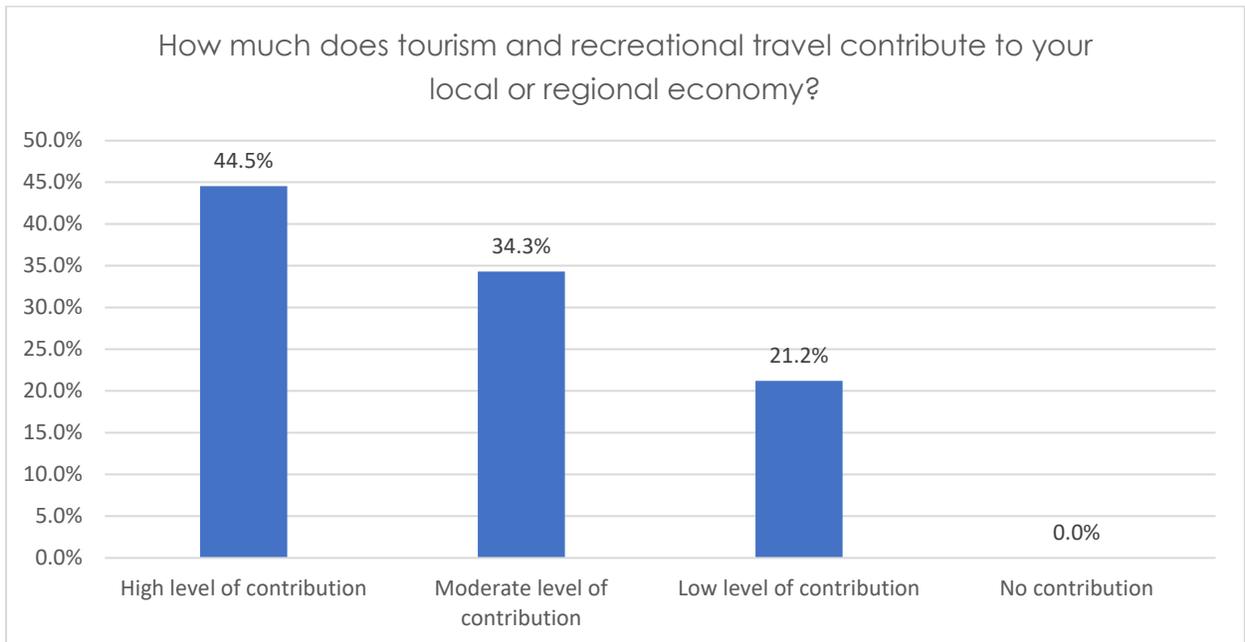
**Q3 – N:138**



**Q4 – N:139**



**Q5 – N:137**

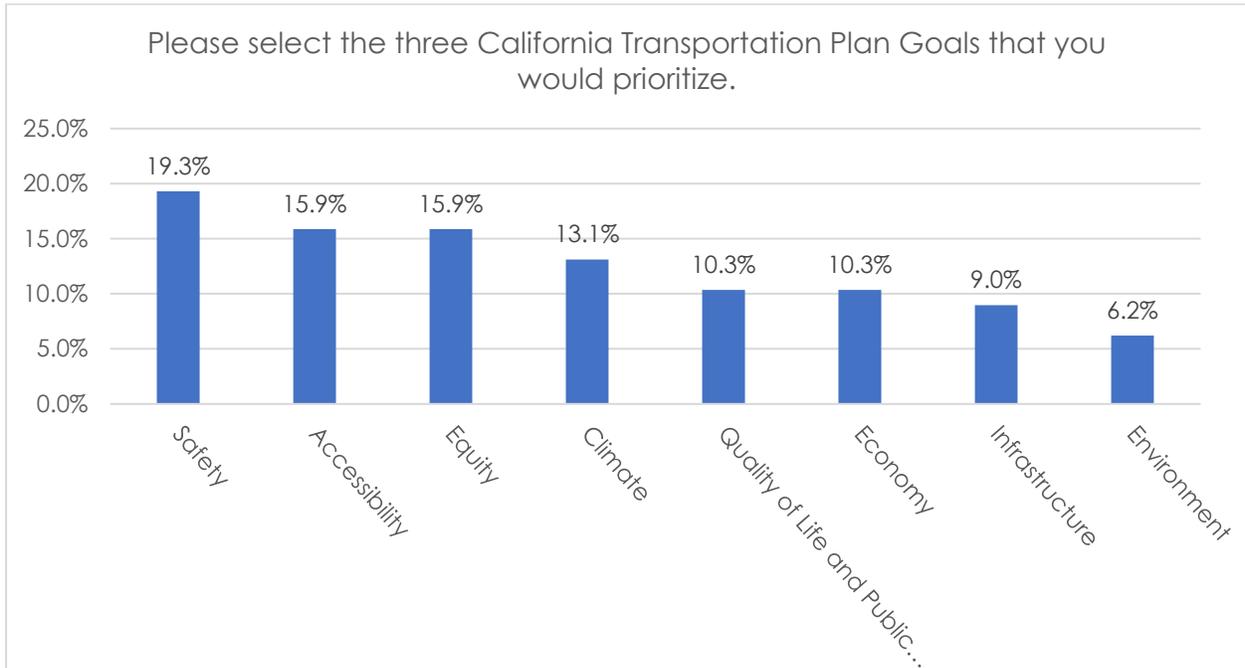


## North Region

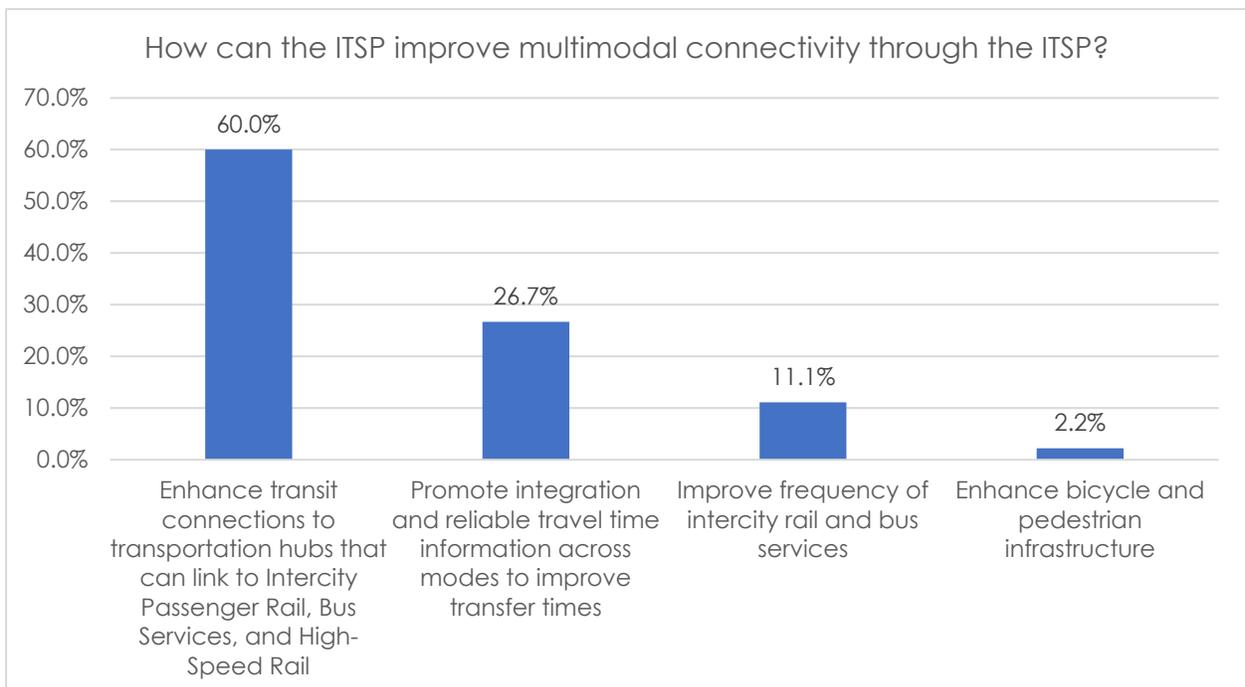
The Northern region workshop was held on November 12, 2020 from 10:30 a.m. to 12:30 p.m. There were three small discussion groups.

### Polling

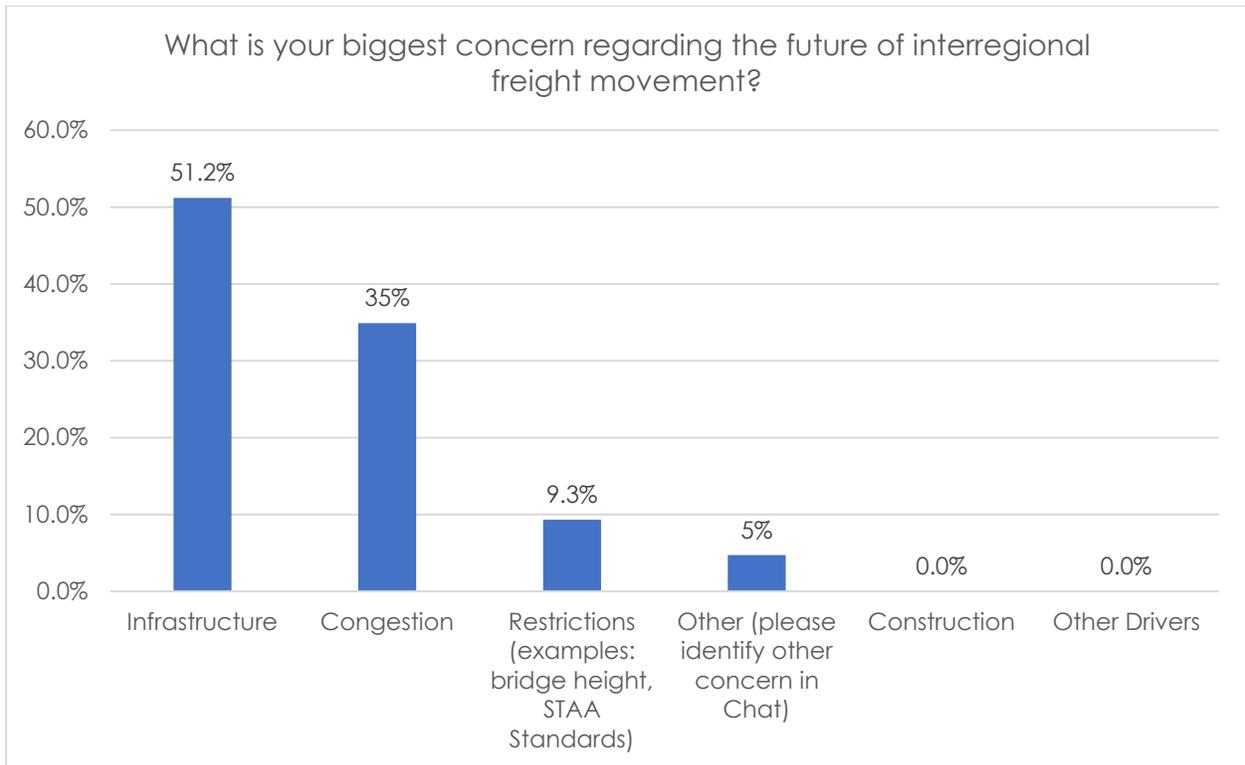
#### Q1 – N:145



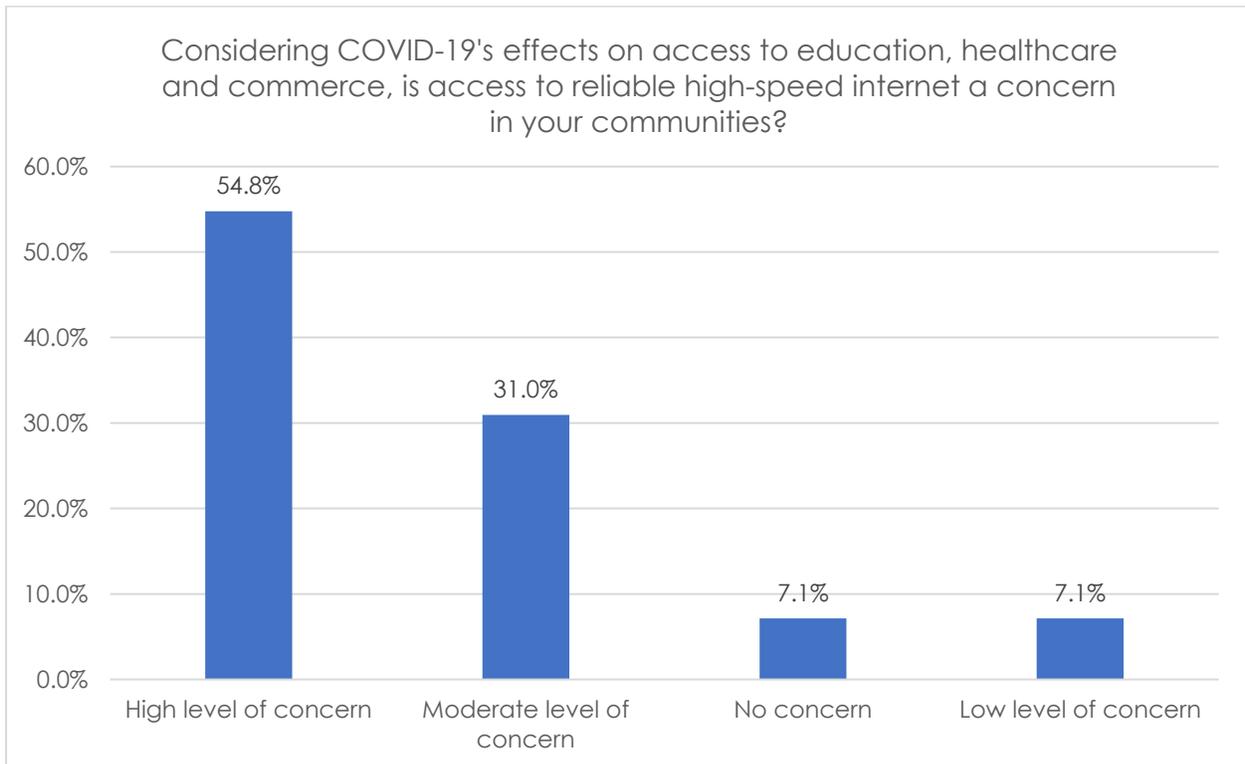
#### Q2 – N:45



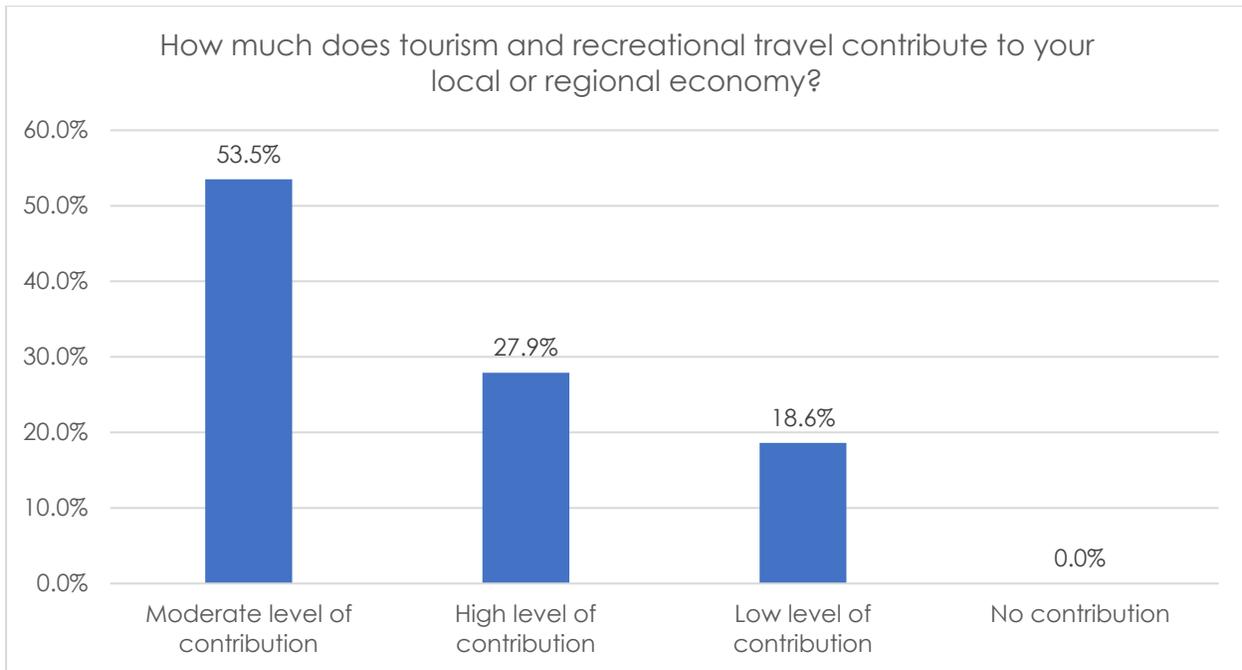
**Q3 – N:43**



**Q4 – N:42**



**Q5 – N:43**



**Chat**

- Freight impacts to communities is a high priority: health, air quality, safety, congestion, noise.
- Geographic Equity - There must be a balance between intercity passenger rail and strategic investments to rural interregional corridors on projects that do not induce demand and accomplish the goals of the CTP 2050
- Welcome everyone
- RE other concerns. In the 2015 ITSP there were very few east west connectors. The Central Valley covers about 20,000 square miles and is one of the most productive agricultural regions in the world. More than 250 different crops are grown in the Central Valley with an estimated value of \$17 billion per year. With this update, there is a need for consideration of the important role that the central valley plays for farm to market goods movement to support the facilities (rail, highway, barge) in the central valley.
- I agree and was about to type in the same comment in the chat room. I would like to have seen more questions in the poll about prioritization of interregional corridors, including the rural areas.
- Is anyone else not able to hear the audio in the break out room?
- I can hear you
- I can hear
- I can now hear the presenter again. Thank you
- California Coastal Trails
- I also want to echo comment about inter regional corridors in rural areas, especially where it concerns agricultural and other commodities

- Can my comments under on main highway corridors say, NO MORE capacity building projects
- another issue in our region are evacuation routes and critical corridors to move people in and out of county in an emergency
- Agree with resiliency type of projects, like storm/ fire/ sea-level rise
- I would also agree with the comment about importance of corridors for natural disaster events.
- Maybe try the chat?
- Suggest looking at the Caltrans M-580 Corridor Multimodal Freight Study. Will send other studies to you after the meeting. Rahil Saeedi is the consultant contact at CPCS. Michael Robinson and Yatman Kwan is involved in that study.
- East/West routes north of bay area are critical to interregional travel as well as freight movement. Improvements to those routes sometimes require capacity increasing improvements to address safety and mobility.
- Another issue is lack of viable alternate routes in the North State - there's a lack of redundancy in the network, particularly for freight - routes are very long, through mountainous areas and through small rural communities, often disadvantaged ones, that are not designed to handle interstate freight.
- Interested in taking a joint (state-regional) look at what I think is an underutilized freight movement asset in the North State the: California Northern Railroad operated by Genesee & Wyoming between the Bay Area intermodal and northern Tehama County.
- I would agree that reliability and frequency of transit and rail services fall into the people category
- Please feel free to type in your comments or suggestions so they can be captured in the chat. If not, you can email Caltrans any additional comments as well on these Discussion Topics
- [itsp@dot.ca.gov](mailto:itsp@dot.ca.gov)
- does anyone have any other data sources to compile to best determine all the goods movement and tourism in a region? data seems sparse aside from crop report for agriculture commodities
- There should be consideration of extending the capital corridor to Tahoe.
- Consideration of interregional recreation travel will be important as well.
- I agree that the State Rail Plan should prioritize expanding passenger rail to Truckee/Tahoe and Reno to reduce congestion and GHG emissions related to travel on I-80
- Consideration of interregional recreation travel will be important as well.
- I agree that the State Rail Plan should prioritize expanding passenger rail to Truckee/Tahoe and Reno to reduce congestion and GHG emissions related to travel on I-80
- Can you share a copy of the combined comments from each breakout session with the meeting participants this week?
- These are terrific comments that we can all consider in our planning activities

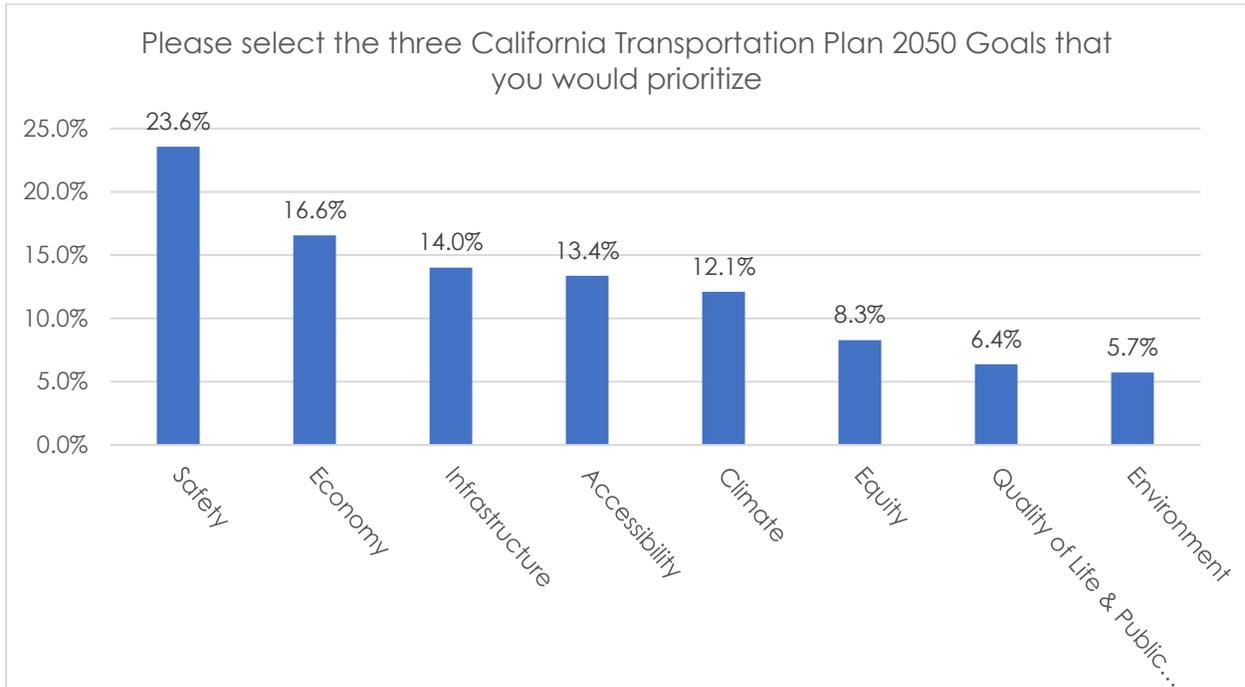
- Given that the final ITSP will not be completed until December 2021, how will that impact Caltrans recommendations for the 2022 ITIP?
- The east west facilities that I referenced in breakout session 1 were SR 132 which is being expanded to a 4 lane facility in sections, the North County Corridor which is in the PSE phase, and a proposed south county corridor.
- Thanks everyone!!
- Thank you

## Central Region

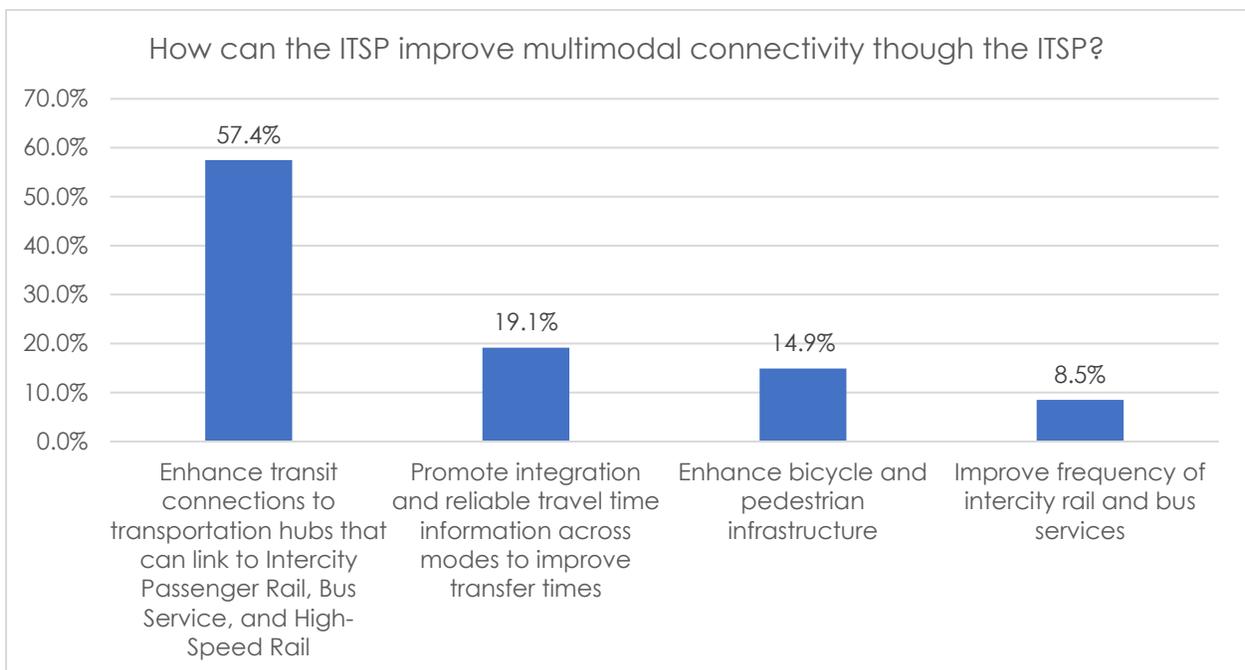
The workshop for the central region was held on November 17, 2020 from 1:30 to 3:30 p.m. There were four small discussion groups.

### Polling

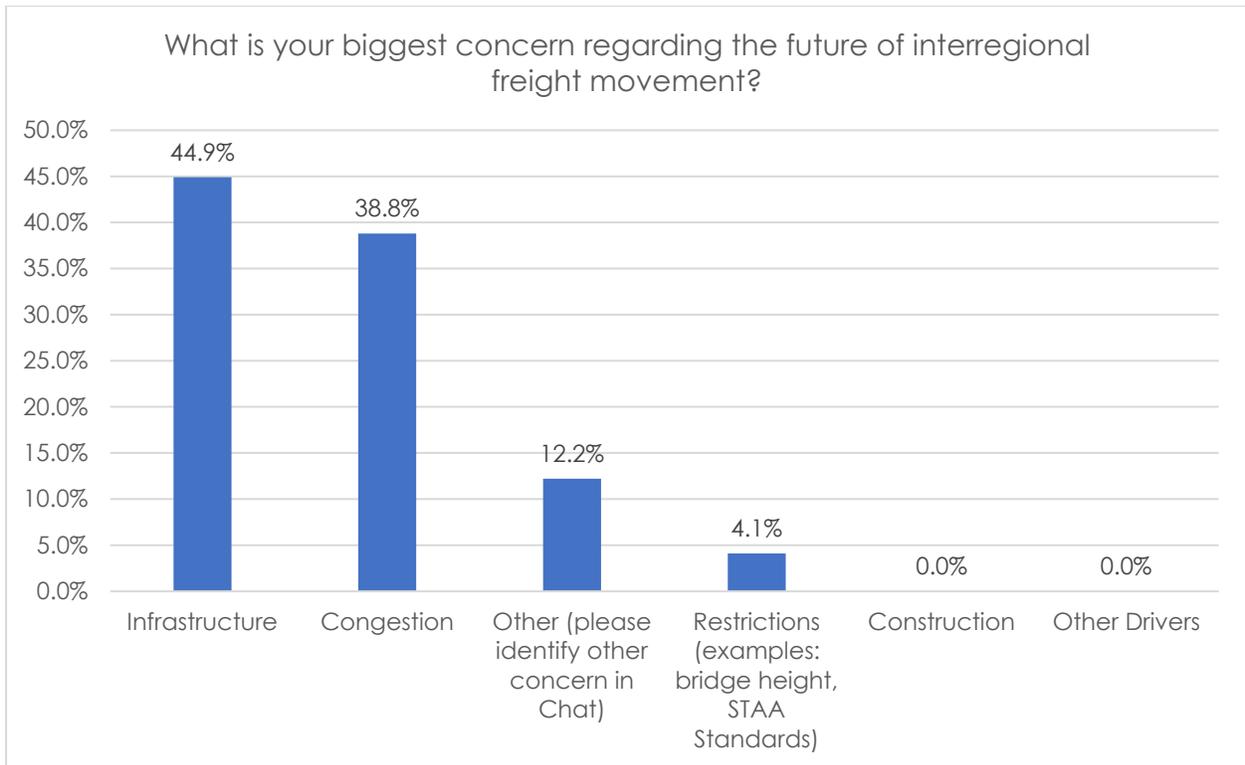
#### Q1 – N:157



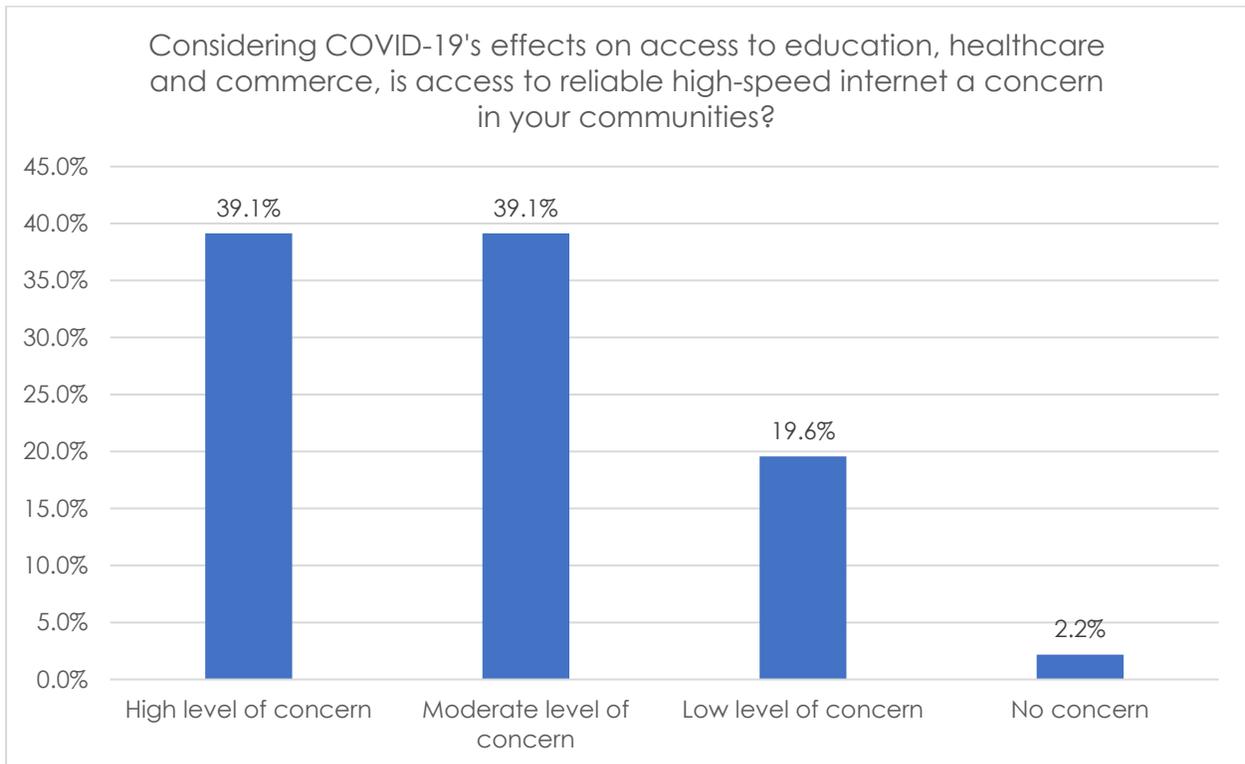
#### Q2 – N:47



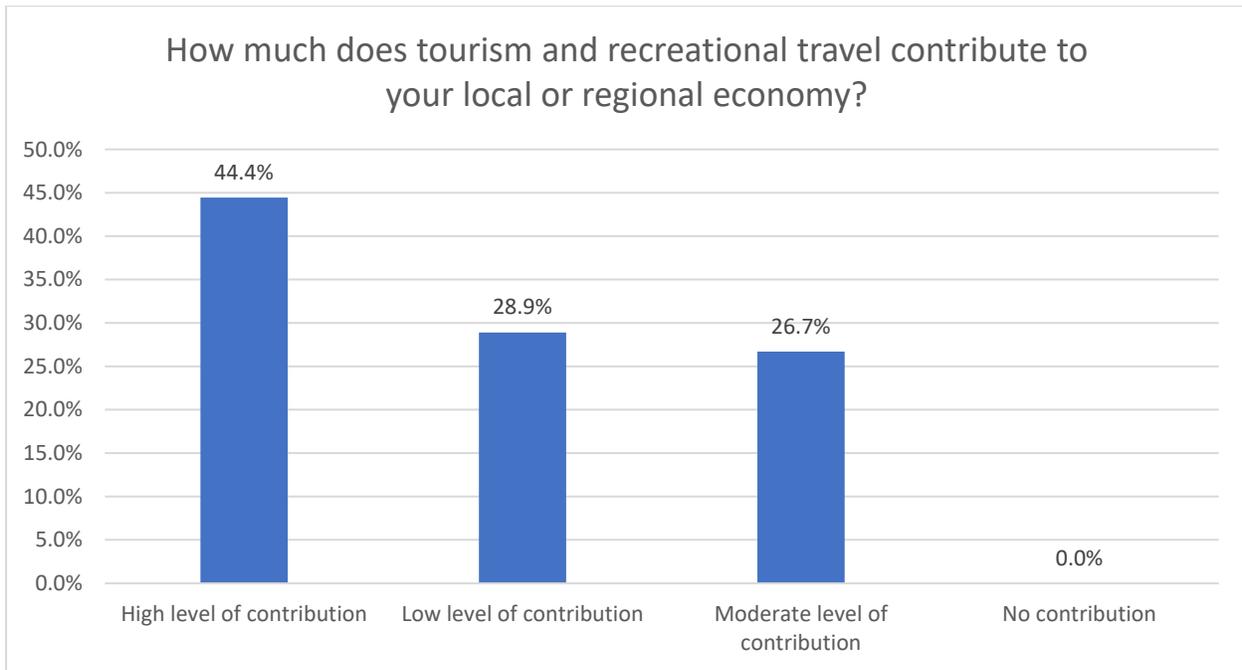
**Q3 – N:49**



**Q4 – N:46**



## Q5 – N:45



### Chat

- Good afternoon
- Good afternoon!
- If you haven't already, please add your organization to your name by renaming yourself by clicking on the "..." on your zoom tile
- According to FHWA rural highways, including disadvantaged areas, have a disproportionately high fatality incident. Investment in transit in does little to address this ej issue. Will this ITSP identify funds for safety widenings and other improvements need in rural areas of the state.
- Why does the ITSP map omit i-40, which has some of the highest truck volumes at major gateways to the state?
- Freight - air quality/emissions
- Other: future of transportation/autonomous trucks
- Environmental limitations, ie extreme weather event issues, fires, etc
- Movement of goods from the sjv to the ports and out of state.
- Tuolumne county would like to second the wildfire evacuation issue brought up previously. This is an issue in our area as well
- Please add sr 198 to route map.
- Thanks!
- The comments about ev infrastructure applies to trucks too
- Can broadband wifi be included?
- I would also add, as electric vehicles become more widely used, that charging stations should be plentiful along evacuation routes.
- \*especially in rural areas

- Broadband should include middle mile and last mile connections
- Can you zoom out on the map please?
- People: multi-modal projects that enhance first/last mile connectivity for regional travel options - specifically linking people to transit, carpool/vanpools, and park and ride lots
- Transit: enhancing regional bus services specifically for rural communities that commute to urbanized areas for work/education/recreation
- What about studying expanded park and ride lots, with multimodal hub service centers on site, such as scooters, bikes, e-vehicle shuttle, uber/lyft, etc.
- Goods movement: enhancing shoulder widths on primary trucking routes where bicycles are permitted - accommodating all users as much as possible
- My office is working on a statewide truck parking study. Please contact me if you have any questions.
- If you have additional comments please don't hesitate to send them in to us.
- Someone probably only applicable to mono co is wildlife passage and reducing vehicle / wildlife collisions
- Different travel scenarios: corridor context is important - the shs often is the only feasible route between rural - rural areas or rural-urban areas and all users need to be accommodated appropriately. For example rural - rural likely does not need buffered bike lanes but widening shoulders to accommodate bicyclists can be very appropriate. Urban areas usually feature main streets and enhanced bicycle infrastructure such as buffered bike lanes are very appropriate here.
- From an economic standpoint, affordable interregional transit is key, especially as related to the hsr and related local connections.
- I don't have access to my microphone
- Beautification of travel corridors in the central valley.
- "There are eight segments of double track needed between stockton and merced on the bnsf to allow hourly service for the san joaquin's. Cp lake to cp west escalon
  - Cp east Escalon to cp west riverbank
  - Cp east riverbank to Modesto station
  - Modesto station to cp west Modesto empire
  - Cp east Modesto empire to cp west Denair
  - Cp east Denair to cp west ballico
  - Cp east ballico to cp west fluhr
  - Cp east fluhr to cp Merced
- Sjrrc to working with bnsf to identify tircp funding for environmental for the entire corridor and construction of the first segment."
- The recommended state route 99 gap closure projects in the central valley are 1) Madera county from ave 17 to ave 21 1/2 and 2) Tulare county from kern county line to avenue 200.
- Rural transit service to hsr stations

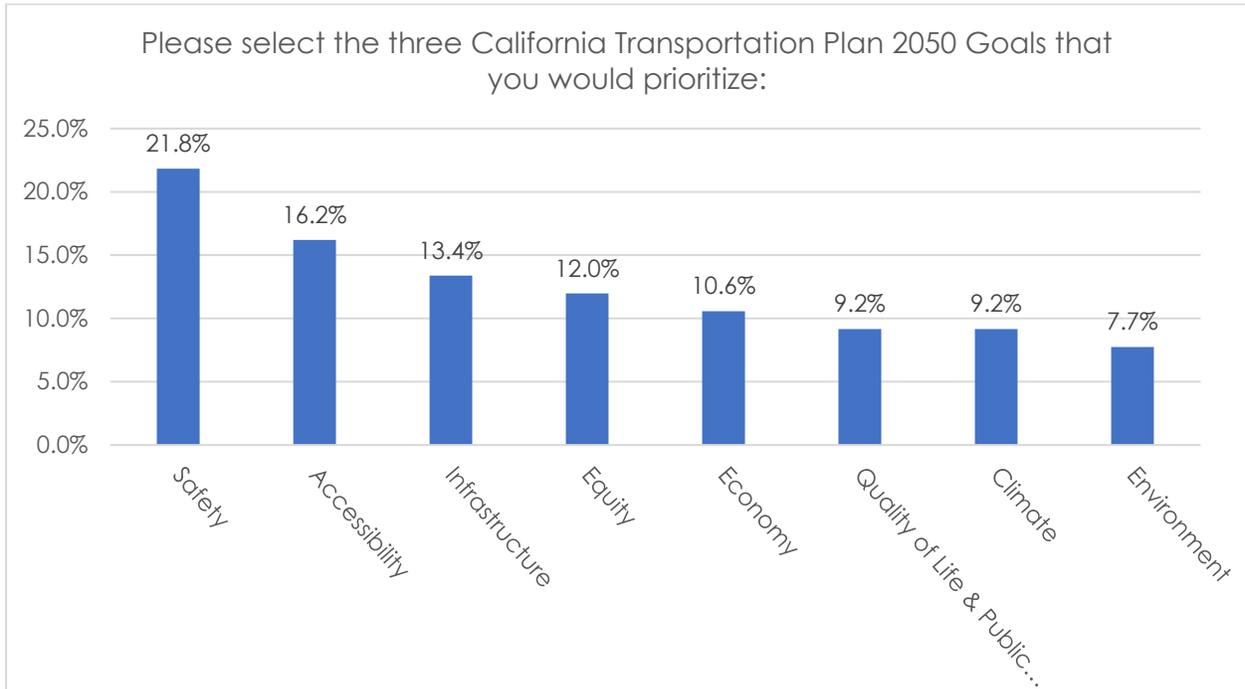
- City of Fresno is in full support of economic development at hsr station in downtown Fresno.
- Access from outlying and rural areas to the hsr stations will be important for interregional travel.

## South Region

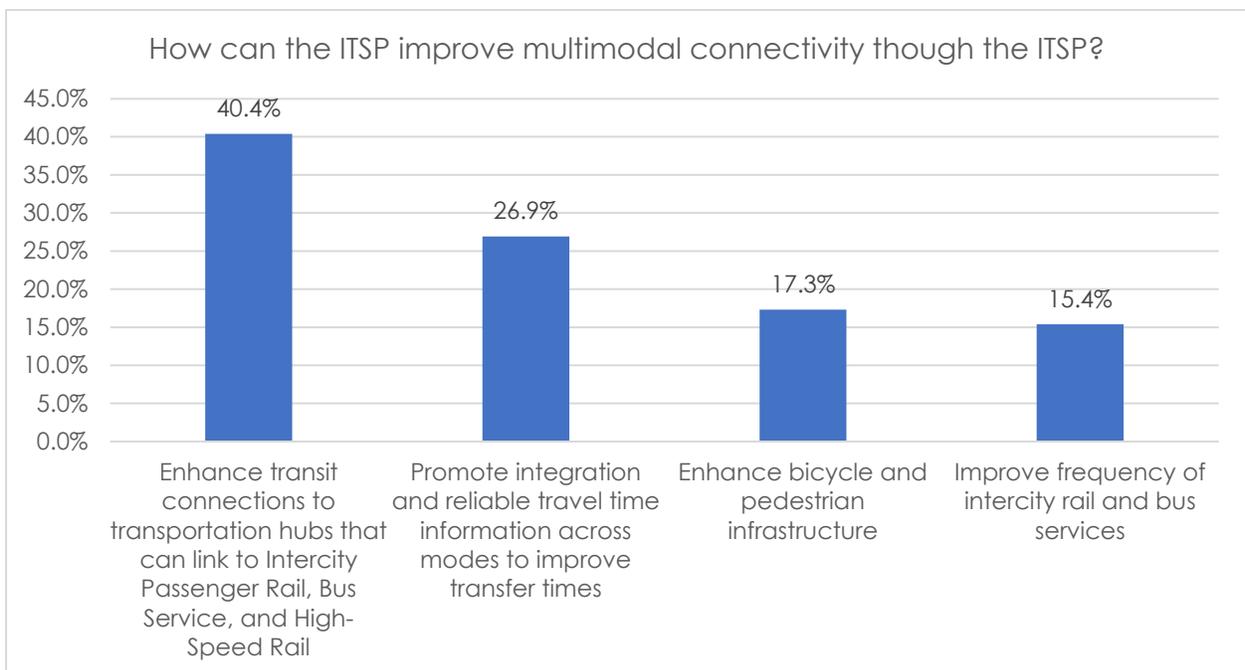
The workshop for the central region was held on December 1, 2020 from 10:00 a.m. to 12:00 p.m. There were five small discussion groups.

### Polling

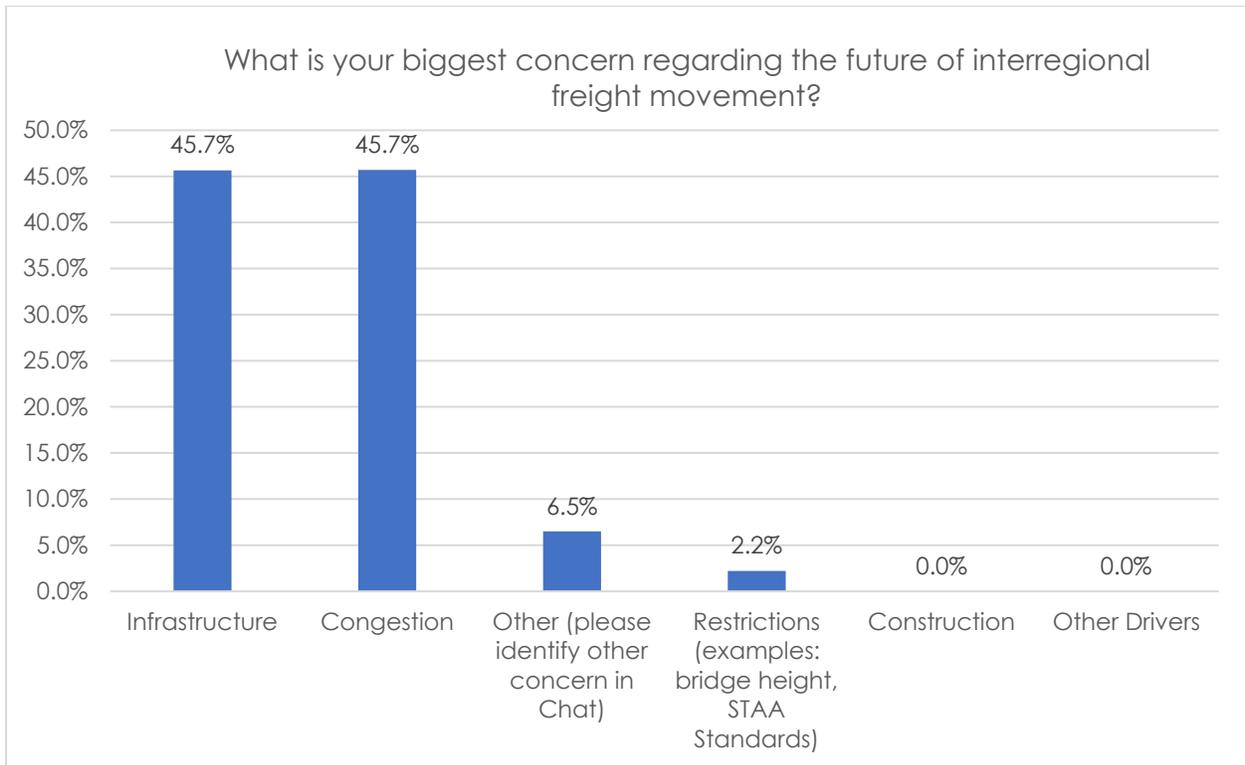
#### Q1 – N:142



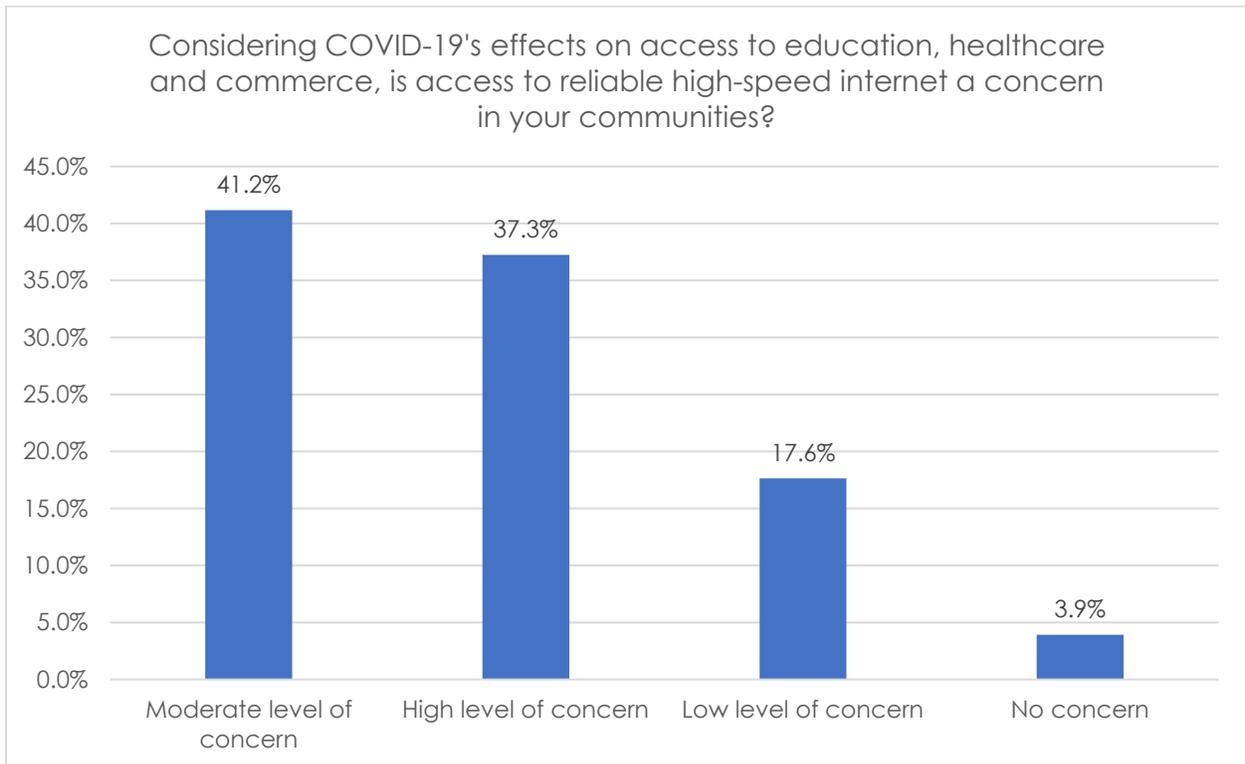
#### Q2 – N:52



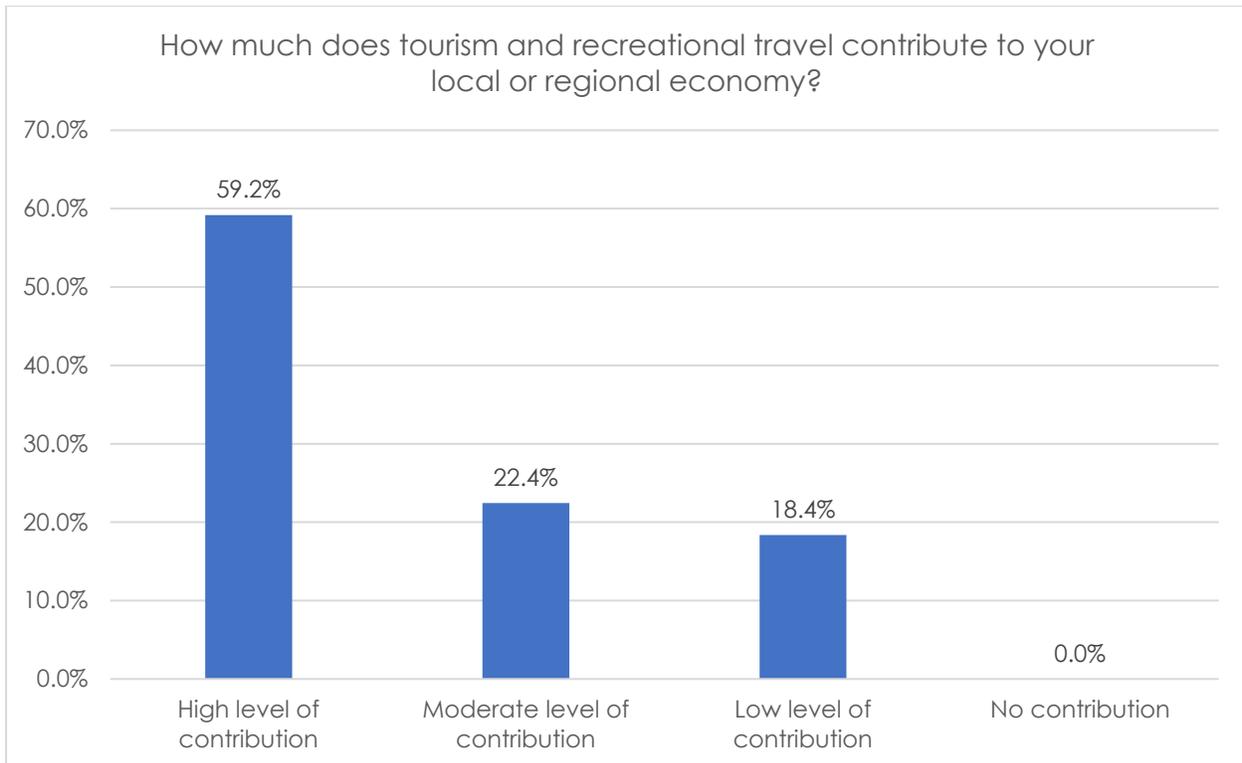
**Q3 – N:46**



**Q4 – N:51**



## Q5 – N:49



## Chat

- Sustained funding revenue
- Zev infrastructure for inter-regional travel
- Operational efficiency and disproportionate impact on communities.
- Yes in our rural corridors
- Low income populations and rural areas
- Opportunities to partner with wireless broadband providers to provide connectivity within rural corridors
- If you are calling in, please type your phone number and name as it appears in the chat
- Is your discussion done?
- Yes
- Quiet group
- I forgot to record the breakout group, i'm so sorry!! And no one communicated anything in the chat
- Oh, well, as long as you took good notes we have some record! That's all it was for, so it's not the end of the world. Thanks for letting me know.
- So sorry!!!
- Thanks, all.
- Thank you and great job consultant team!
- Thank you all
- Thank you. Great workshop.

- Thank you!
- We talk about equity in plan, i think we need access to open space and parks across California
- Us department of transportation
- Regarding transportation projects, the privately-funded brightline passenger rail between Las Vegas and apple valley has a good amount of momentum now. It is also in the scag rtp. They are in discussions with Caltrans and sbcta to extend down the cajon pass to the rancho Cucamonga Metrolink station, enhancing regional connectivity. So we're assuming this extension would be considered for inclusion in the itsp, even though little public funding would be involved.
- Agree with comment above.
- Low-income populations and rural areas
- Opportunities to partner with wireless broadband providers to provide connectivity within rural corridors
- High level
- If you are calling in, please type your phone number and name as it appears in the chat
- Lack of connectivity between different modes of travel perhaps
- (d11) funding infrastructure improvements for regional its initiatives, and supporting policy to support prioritizing transit row over single occupancy vehicles on roadways.
- Connectivity between freeway bus operations and local street bus operations is problematic due to lack of transit infrastructure in freeway corridors. Design and permitting is extremely onerous and expensive, killing most prospective projects.
- D7 los Angeles....nothing much to add except we have almost everything.....congestion, connectivity issues, lot more coordination needed among agencies, more partnership is vital ....I think statewide bus on shoulder policy would be good. Looking forward to hear concerns/issues from others.
- Statewide park & ride policies to support paid parking/leasing or other funding opportunities to maximize utilization, activate spaces and offset costs for maintenance and operations. Current policies are antiquated and inflexible, which create challenges for attracting choice riders. Park & rides should be seen as an operational system to help incentivize commuter decision-making.
- For park-and-ride lots, real-time ridership info and parking space availability updates through smart-phone apps. Also, there is a possibility of real-time ride sharing to increase carpooling possibilities.
- Integrating p3 data sharing opportunities as we develop transportation operations initiatives
- Agree that dedicated bus lanes and bus on shoulder policies are very important. I also think that better promotion of different transit options would be great - ie more promotion of Amtrak thruway service and better promotion of local operators and bike infrastructure but intercity transit
- For northern la county

- Prioritize funding for pre-construction components (pa&ed and ps&e) for express lane projects that are part of a network to enable them to compete for capital funding through other competitive programs.
- Not a huge issue considering the emergency situation we are currently in but I think it might be wise to rework our signage protocols on the shs in SoCal. Los Angeles freeway signs can be confusing for visitors. We have signs that lead people to Ventura or Sacramento when most of them just want to get to the valley for example. This is an opportunity to reimagine our way finding for visitors (olympics are coming etc).
- Another issue that we need to work is the presence of homeless encampments within state right of way. Just yesterday, there was a major encampment fire on the 101 sunset nb on ramp that probably caused structural damage.
- I'd like to see how the itsp is going to support an inclusive growth as an economic strategy that looks out for individuals and communities that are most in need.
- I would encourage you to add regional rail to the corridor maps (e.g. Metrolink lines), as it is and can be a valuable spine for cross-regional and interregional travel (especially transit and active transportation travel).
- Freight
- Commuter rail (metrolink) service frequency needed for Ventura and antelope valley lines.
- Highway safety and capacity improvements
- 1st & last mile issues - need to support - (not just encourage) trend of seeing more & more ebikes and other micro mobility devices... need access to bring devices incl bikes on board, storage on site, clarify classes of bikeways - signs / rules for class iv cycle tracks vs class ii lanes. Usbrs are interstate bike routes - several are in development - they cross local jurisdictions but needs to be presented to aashto by Caltrans - and be supported by reminding road users that there are vulnerable road users on the road.
- Metrolink reach is good - but ridership is so low that few trains are scheduled which reduces ridership consideration as a viable option. If it takes all day to catch a bus or train it won't be seen as a viable option / choice for alternate commuters...
- Related to the implementation of eo 79-20, it will be important to move forward projects or strategies that help implement an adequate interregional/statewide zev-charging system whether it be for private vehicles, transit, or trucks
- Possibility of using transportation \$ to improve broadband quality. Poor quality in rural areas prevents residents from teleworking, remote learning, and limited use of telemedicine which would lower vmt/ghg emissions. Also helps alleviate equity issues as most of these areas are considered poor. Fhwa also considers teleworking into it's performance measures#1.
- Regional rail represents (e.g. Metrolink) an underutilized resource - with large gaps in service and frequency today which limit its ability to serve as a regional transit backbone - but funding for better utilizing this resource is scarce and hard to come by. Additional operating investment could be transformational