

Appendix A: Stakeholder Input – Rural Regional Intercity Needs and Issues

In order to ensure the varied concerns of the statewide regional intercity bus system were represented throughout the project and in its recommendations, a variety of outreach methods were utilized. These methods included focused engagement with state and local transit planning entities as well as contacting other stakeholder, community, business owners, and public and private partners. As a result, throughout all phases a wide breadth of stakeholder input was solicited. Among these varied efforts, six outreach components were key in ensuring the project's stakeholder representation. These included: review and summary of local transit plans and unmet needs analyses; establishment of a project steering committee consisting of intercity bus stakeholders; surveys of stakeholder opinions and perceived intercity bus priorities; stakeholder interviews; a series of public outreach workshops across the state and a statewide webinar; lastly, throughout the project presentations and discussion on key project components occurred at the regular CalACT conferences. Details of these components of the project's outreach activities are described in the remainder of this appendix.

A1. Review of Local Plans

A range of local transit service exist to help meet the different needs of riders. Services that are funded by government (e.g. federal, state, and local) provide fixed route, flex route, demand response, and social service related transportation services. Non-profit groups, such as foundations, churches, and social service groups may also provide services or support through vouchers or donations. Private services may also service communities through shuttles, vans, cars, or buses. These are a diverse set of actors ranging from metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs), to tribal and local governments. Therefore, we utilized a review of several local transportation plans to identify issues and concerns, as well as opportunities and challenges from the ground up. The documents and plans included:

- Regional Transportation Plans (RTPs) – These are long-run, 20-year, plans of a region's transportation system, usually updated every three years by MPOs and every five years by RTPAs. The RTPs identify and analyze transportation needs, as well as create a framework for project priorities.
- Short-Range Transit Plans (SRTPs) – These document transit operations and investments over the last three fiscal years, and forecast operations and investments for the next ten years. SRTPs coincide with and inform a region's transportation improvement program (TIP), which implements the RTP. In rural areas, the transit TIPs are prepared and submitted by Caltrans for the 5311 and 5311f programs as those are typically the only FTA funds available in rural counties.

- Unmet needs analyses – An annual planning document required for each transportation planning agency in California. This consultative document identifies unmet transit needs that may exist in an area and might reasonably be met by with existing public transportation resources or a reasonable expansion of those resources.
- Public Transit - Human Services Transportation Coordination Plans – Coordinated plans are requirements of transportation planning agencies that receive funding from several Federal human-services transportation programs. Coordinated plans are unified, comprehensive strategies for public transportation service delivery that identifies the transportation needs of three priority groups who are known to be transportation disadvantaged: 1) individuals with disabilities, 2) seniors, and 3) individuals with limited incomes.
- Tribal Transportation Improvement Program (TTIP) – These are the comprehensive tribal priority list of projects to meet identified needs. The TTIPs are typically based on tribal governments’ long-range transportation plans (LRTPs) which are reviews and/or updates of tribes’ strategies to meet current and future land use, economic development, traffic demand, public safety, health, and social needs that are usually conducted every five years.

The review and documentation from this effort was conducted in the early phases of the project and culminated in key issues identified in the context report from the first task of the project. In addition, the local planning resources compiled during the initial phase of review was used to validate stakeholder feedback throughout the rest of the project.

A2. Steering Committee

Working with the Division of Rail and Mass Transit, a project steering committee consisting of key stakeholders in rural intercity bus service across California was established before the end of 2016, and an initial discussion of the steering committee occurred in January 2017. With additional members identified at the January meeting, the first full steering committee meeting occurred in April 2017 where initial findings from the first phase of the project were presented and direction for the next phase was received. That meeting identified areas of planning policy framework alignments as well as key issues that needed further development. The next phase concluded in the summer of 2017 and the second steering committee met to review findings from that phase of the report in August 2017. That meeting identified key components and priorities for the action plan and focused issues for input during the project’s statewide consultative meetings with stakeholders. The third phase’s conclusion brought feedback from the statewide stakeholders’ meetings to the steering committee in December 2017. A key focus of the steering committee meeting was direction regarding scoring priorities and framework for the intercity 5311(f) program. Incorporating direction from the steering committee across all

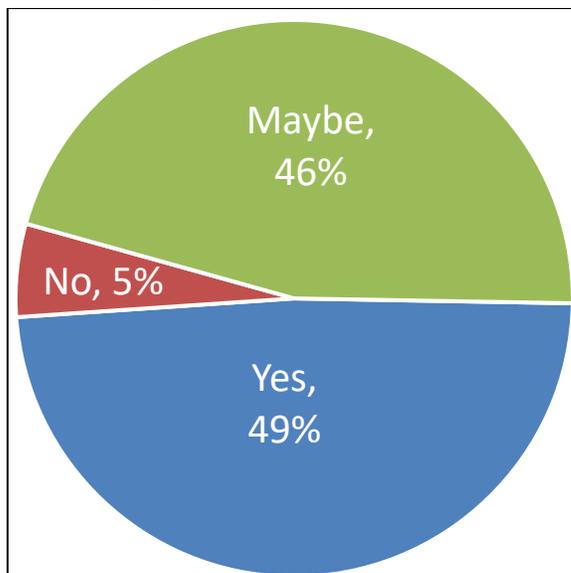
phases of the project was the final focus of the project’s steering committee at its final meeting in February 2018. At that meeting the Administrative Draft Intercity Report was discussed and final refinements given to the project team, before the release of the Final Draft Intercity Report for public comment.

A3. Stakeholder Surveys

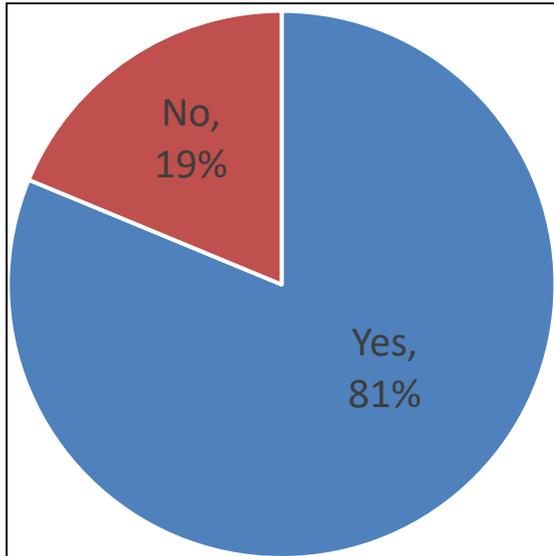
Surveys were used to inform decisions around the needs and direction to which available regional intercity resources should focus. These surveys covered a host of questions about the goals and priorities of the inter-city bus system. They were based on issues raised in the study and the results guided development of initial recommendations, key priorities in the project funding scoring criteria, and identified issues for further analysis. The responses to these surveys are reported in this section.

The surveys were sent to all MPOs and RTPAs directors across the state, as well as intercity transit providers and stakeholder representative organizations. These contacts were compiled through research into key contacts from identified organizations as well as drawing on all the DRMT’s 5311 program contacts in their online Blackcat directory. In addition, emails and announcements at the various presentations during the survey window included links inviting others with an interest to express their opinions about the statewide regional intercity network. In responding to the questions, participants were asked to answer from the perspective of their organization.

1. Should inter-city transit funding focus on developing and sustaining movement along the interregional corridors identified in the 2015 ITSP?



2. If the 2015 ITSP Corridors are targeted, should certain other interregional needs be given interregional funding resources even if they are not part of an ITSP Corridor?



3. Rank of Intercity Bus Goals (1= Least Important & 4= Most Important):

a. Providing a seamless inter-regional service	3.3
b. Enhancing and expanding regional bus service	3.0
c. Inter-agency coordination	2.5
d. Marketing and informational network development	1.3

4. Importance of these objectives for the intercity system?

(1= Least Important & 4= Most Important):

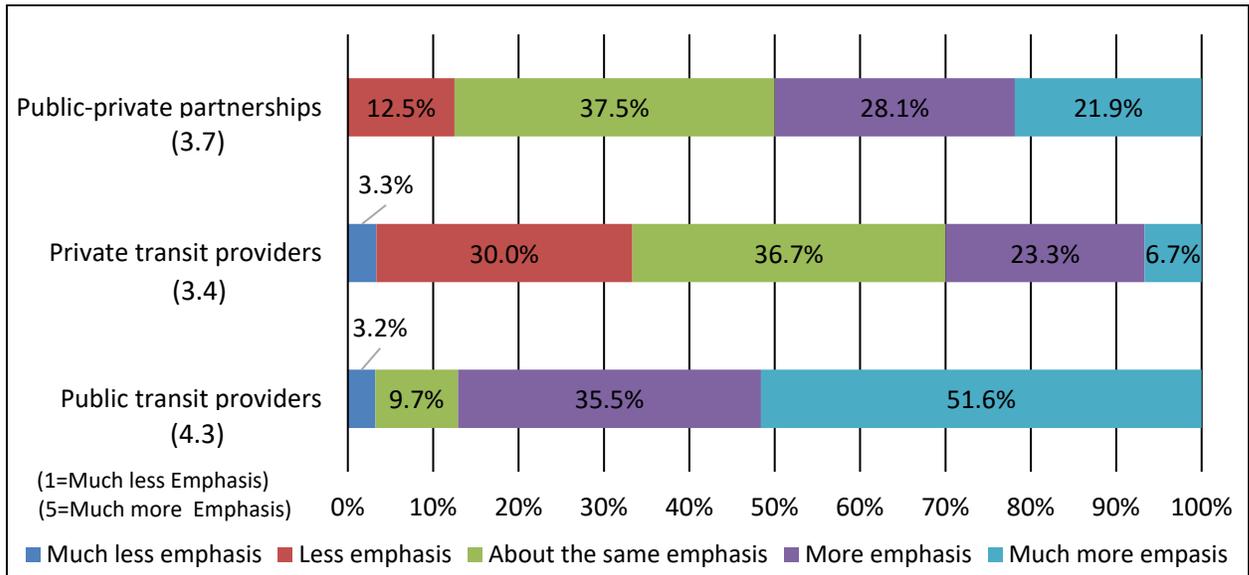
- a. Ensuring intercity bus service connects to key primary destinations (i.e. medical facilities, educational institutions, etc.): Score = 4.4
- b. Ensuring intercity stations/terminals are part of or connect to larger regional/national systems of intercity travel: Score = 4.2
- c. Ensuring intercity bus service connects to other modes of transportation: Score = 4.1
- d. Ensuring intercity stations/terminals are a primary destination: Score = 3.8
- e. Ensuring coordination, ridership, mobility, quality and efficiency of service are enhanced through informational outreach and marketing: Score = 3.6

5. Importance of 5311(f) eligibility? (1= Least Important & 4= Most Important):

a. Operating Assistance	4.8
b. Vehicle (Bus) Purchase	4.3
c. Intercity Bus Transit Infrastructure	4.0

- d. Bus Related Equipment 3.8
 - e. Planning and Marketing Studies 3.1
6. Importance of 5311(f) objectives? (1= Least Important & 4= Most Important):
- a. Supporting services to meet the intercity travel needs of residents in non-urbanized areas: Score = 4.68
 - b. Supporting connection between non-urbanized areas and the larger regional/national system of intercity bus service: Score =4.65
 - c. Supporting the intercity bus network's growth to address service gaps: Score = 4.56
 - d. Supporting the intercity bus network's infrastructure through capital investment in facilities: Score = 3.96
 - e. Supporting the intercity bus network's infrastructure through planning and marketing assistance: Score = 3.20
7. Extent your organization would support or oppose the following: (1=Strongly Oppose & 5=Strongly Support):
- a. Allow 5311(f) funding to favor intercity bus routes that are part of the corridors identified in the 2015 ITSP, but also allocate a fixed share or value of funding to intercity bus routes in rural areas outside of those corridors: Score = 3.9
 - b. Prioritizing 5311(f) funding to intercity bus services based on measures related to the program's objectives, such as inter-modal connectivity, resident needs, and key locations served by the intercity service: Score = 3.6
 - c. Allow 5311(f) funding to prioritize existing intercity bus services, but also allocate a fixed share or value of funding to expanding or developing new intercity bus services: Score = 3.1
 - d. Focus 5311(f) funding on intercity bus services that are part of the corridors identified in the 2015 ITSP - whether they are existing, expanding or new - before any funding goes to intercity bus services in other areas: Score = 3.0
 - e. Making 5311(f) funding available only to existing intercity bus services, with only funds left over afterwards being available to expand or develop new intercity bus services: Score = 3.0

8. What type(s) of emphasis on providers should be given to deliver California's intercity bus service?



A4. Stakeholder Interviews

Throughout the project, efforts were made to contact key transportation planning organizations and other stakeholders from across the state to inform the plan. This led the project team conducting in person and telephonic interviews, as well as electronic correspondence with these stakeholders. In total there were about ten interviews during the project. These interviews covered a range of issues, from details around specific intercity and rural regional transit routes, to funding priorities and key concerns around statewide 5311(f) funding availability.

A5. Public Outreach Workshops

Addressing longer-term solutions for the system, the study identifies and describes a more fundamental restructuring of the rural regional intercity system as an enduring transformation that could address the long-term needs of the system. This and key recommendations around funding priorities, as well as a project plan were presented and discussed at public participation outreach workshops, and stakeholder participation forums across California:

- o Northern California, 11/8/2018, Redding
- o Central Valley, 11/28/2017, Merced
- o Central Coast, 11/29/2017, San Louis Obispo
- o Southern California, 11/30/2017, San Bernardino
- o Statewide, 12/5/2017, Webinar.

Each of these locations focused on specific counties, whose stakeholders were invited while the statewide webinars were held to capture any stakeholders who could not attend one of the other meetings in person.

<u>Northern Super Region</u>	<u>Central Region</u>	<u>Central Coast</u>	<u>Southern Region</u>
Butte County	Alameda County	Santa Cruz County	Imperial County
Colusa County	Alpine County	Monterey County	Inyo County
Del Norte County	Amador County	San Benito County	Los Angeles County
Glenn County	Calaveras County	San Luis Obispo County	Mono County
Humboldt County	Contra Costa County	Santa Barbara County	Orange County
Lake County	El Dorado County	Ventura County	Riverside County
Lassen County	Fresno County		San Bernardino County
Mendocino County	Kern County		San Diego County
Modoc County	Kings County		
Nevada County	Madera County		
Plumas County	Marin County		
Shasta County	Mariposa County		
Sierra County	Merced County		
Siskiyou County	Napa County		
Tehama County	Placer County		
Trinity County	Sacramento County		
	San Francisco County		
	San Joaquin County		
	San Mateo County		
	Santa Clara County		
	Solano County		
	Sonoma County		
	Stanislaus County		
	Sutter County		
	Tulare County		
	Tuolumne County		
	Yolo County		
	Yuba County		

A6. Presentations to CalACT Conferences

Throughout updates were given at the regular CalACT conferences. Key findings from all of Task One efforts therefore were presented at the Spring 2017 CalACT Conference. That engagement with stakeholders created an important opportunity to expand the representation of the steering committee as well as refine the focus of the Statewide CIBS plan update.

The next presentation was at the Fall 2017 CalACT Conference. At that meeting key findings from all of Task Two, needs analysis, initial Task Four, and action plan efforts were presented. That engagement with stakeholders created an important opportunity to expand the representation of the steering committee to refine the focus of the Statewide CIBS plan update. The final project report is scheduled to be released at the Spring 2018 CalACT conference.