

Transportation Corridor Preservation Workshop and Facilitated Polling Session Summary Report



**Transportation
Corridor Preservation Workshop And
Facilitated Polling Session
Summary Report**

Spring 2005

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Transportation Corridor Preservation Workshop And Facilitated Polling Session Summary Report, Spring 2005

Executive Summary

The California Department of Transportation (Caltrans) and San Bernardino Associated Governments (SANBAG) partnered in spring of 2005 to present a Transportation Corridor Preservation Workshop. The purpose was to identify strategies early in the corridor identification process for preservation of right of way BEFORE development encroaches upon the easement; thus, avoiding far greater community impacts and right of way costs.

As state and federal environmental regulations slow the development process of large transportation projects, it is imperative that local jurisdictions begin the process of preserving long-range corridors to avoid expensive right of way takes due to development and increasing property values.

The workshop presented successful corridor preservation case study scenarios from several Southern California transportation experts. The interactive discussion after each presentation highlighted the importance of corridor preservation techniques that merit future study and the tools local governments need to protect long-range transportation corridors.

The workshop took place on Thursday, June 2, 2005 at the Ontario Airport Marriott in Ontario, California, and ran from 9:00 a.m.–3:30 p.m. A total of ninety (90) attendees participated.

The case study presentations and a facilitated interactive polling session that followed discussed associated issues, obstacles, strategies, and specific steps for the future. Below is a summary of key participant response findings.

- 54% responded that corridor preservation in their community is critical.
- 74% responded they are currently conducting corridor preservation activities.

The top three obstacles perceived to prevent transportation corridor preservation included:

- Funding.
- Federal and state interpretation of federal environmental laws.
- Federal and state statutory requirements for right of way acquisition.

The top three preservation strategies perceived to be most effective included:

- Developer impact fees.
- Developer agreements and right of way dedications.
- Updated general plans and specific plans.

The perceived most effective next steps to move closer to corridor preservation success included:

- Integration of corridor preservation into land-use planning documents.
- Identification of and long-range planning for transportation/corridor needs.
- Streamlining the entire preservation process.

Eighty-eight percent of participants found the workshop to be useful or very useful.

Introduction

The California Department of Transportation (Caltrans) and San Bernardino Associated Governments (SANBAG) partnered in the spring 2005 present a Transportation Corridor Preservation Workshop. Stakeholder attendees included elected officials and other governmental representatives; staff members from land-use, public works, and transportation agencies; and the private sector. Attendees had a variety of jurisdictional perspectives and represented geographic areas within Kern, Los Angeles, Orange, Riverside, San Bernardino and San Diego counties. This report addresses the facilitated interactive discussion that took place during the workshop and the resulting interactive polling session.

General Information

Transportation corridor preservation is the application of measures to prevent or minimize development within the right of way of a planned transportation facility or improvement within a defined corridor. Improvements are actions that address safety and congestion concerns on the state highway system. A *corridor* is defined as the path of a transportation facility that already exists or may be built in the future.

Several objectives of corridor preservation included preventing conflicting development; minimizing or avoiding environmental, social, and economic impacts; and avoiding expensive right of way takes due to increasing property values.

Need for Transportation Corridor Preservation

In urbanizing jurisdictions, developers are pursuing large blocks of land for residential, commercial, industrial and other land-use development. Preventing development from encroaching upon a proposed future corridor alignment is difficult. Tools and partnerships are needed for early right of way acquisition.

Workshop Overview

Workshop Format

Below is a brief overview of the workshop agenda, which highlights the main events of the day. See Attachment B for a more detailed agenda.

Agenda

- Registration
- Introductions
- Welcome
- Pre-Polling Session
- Corridor Development Case Studies
 - Riverside County Integrated Project/CETAP
 - Orange County Toll Corridor Authority
 - The Bakersfield Experience
 - State Route 125 South Project in San Diego County
 - Caltrans Transportation Alternatives for Right of Way Acquisition
- Facilitated Polling Session
- Next Steps

Corridor Development Case Studies

The purpose of the workshop was to provide participants with additional options for preserving long-range transportation corridors from development.

The following is a brief summary of the strategy and tools used by each case study.

The Riverside County Integrated Project (RCIP): Community and Environmental Transportation Acceptability Process (CETAP).

The strategy was to use stakeholders' joint vision to change the “usual way of doing business”. The process integrated a 4-part program: (1) A new Riverside County General Plan, (2) Multi-Species Habitat Conservation Plan (MSHCP), (3) Special Area Management Plan (SAMP), and (4) Major Transportation corridors – CETAP.

Key tools:

- Contracted a consultant to provide overall program management of all four components in the RCIP.
- Used a public information program to garner local/regional/political support, and funding. This was critical to the process.
- Implemented an open collaborative process to create a stakeholder driven undertaking.
- Developed a “from the top-down approach” that was comprised of elected officials and congressional leadership discussing goals and vision.
- Prepared a Partnership agreement signed by federal and state resource agencies to ensure a cooperative, collaborative and streamlined effort to complete the RCIP.
- Embarked on a large-scale environmental conservation effort, MSHCP, designed to meet the requirements of both federal and state Endangered Species Acts.
- Produced a balanced overall transportation strategy called the Community and Environmental Transportation Acceptability Process (CETAP).
- Identified the need for four (4) transportation corridors.
- The process is currently under President Bush’s Executive Order 13274 for environmental stewardship. This allows the United States Department of Transportation (DOT) to facilitate discussions with other federal agencies.

For more information on RCIP/CETAP and to view process in action, please visit <http://www.rctc.org/projects/future.asp>

Orange County’s Toll Roads Corridor Preservation

In an era of exploding population, worsening traffic congestion and shrinking government funds, Orange County produced a new vehicle for financing, building, and operating transportation improvements.

The strategy involved a partnership of county officials, city officials and developers that used joint powers agreements and development impact fee programs to accomplish their transportation improvement goals.

Key tools:

- Cities were invited to have a seat at the table to ensure that fees addressed city mobility needs.
- Creation of two JPA(s): San Joaquin Hills TCA and Foothill/Eastern TCA.
- Delegation of planning construction authority.
- Early right of way financing for acquisition.
- Orange County established a Development Impact Fee Program.

- Power of eminent domain.
- Use of effective techniques for right of way preservation.

For more information on Toll Road projects and to view process in action, please visit <http://www.thetollroads.com>

The Bakersfield Experience

The strategy used in the metropolitan Bakersfield area was to work with local agencies to address transportation corridor preservation as part of their land-use planning process. Land-use and transportation modeling efforts identified congested corridors, developed alternative transportation systems to address congestion, and tested corridor specific alternatives. Local governments used this information to focus corridor preservation efforts through their specific plans.

Key tools:

- Created a shared vision of the future.
- Developed consensus around alternatives.
- Developed partnerships with all local agencies.
- Focused on viable solutions.
- Involved all transportation agencies and organizations in the planning process.

For more information about transportation corridor preservation in Kern County and metropolitan Bakersfield, please visit <http://www.kerncog.org/transportation.php>

State Route-125 South Project in San Diego County – The City of Chula Vista

Local and regional governments in south San Diego successfully preserved a major transportation corridor through a unique public-partner partnership and cooperative agreements with developers for right of way dedications. The new State Route 125 South highway is a three-segment project of 12.5 miles of new highway from STATE ROUTE 54 near the Sweetwater Reservoir to State Route 905 in Otay Mesa near the International Border. The first two segments of the project include the Connector (a 3.2-mile publicly funded section from State Route 54 to San Miguel Road in Bonita) and the Gap (a freeway-to-freeway interchange involving the reconstruction and expansion of an existing section of State Route 54 where it intersects with the new route of State Route 125 South). The remaining 9.3 miles will be constructed and operated by California Transportation Ventures, Incorporated (CTV), private consortium. Once open to traffic, CTV will operate and maintain the toll road portion of the project. After 35 years CTV will turn the toll road over to Caltrans.

Key tools:

- Adopted the City of Chula Vista General Plan.
- Construction easements for both developer and franchisee.
- Detailed environmental screening process including completion of an Environmental Impact Report.
- Determined how additional or excess land was treated and valued.
- Determined responsibility for the cost of structures and noise walls.
- Flexibility on defined right of way limits.
- Solved construction staging issues.
- Utilized slope easements.

For more information on State Route-125 South Project and to view process in action, please visit <http://www.sr125.com/>

Caltrans Transportation Corridor Alternatives For Right of Way Acquisition

Caltrans uses several strategies to secure advance acquisition of transportation corridors including Hardship, Protection, Open Market Transaction, and Donation. Please request approval for Hardship or Protection acquisitions of an individual parcel in accordance with current policies/procedures (may require federal approval).

Hardship: To be considered for Hardship acquisition, the property owner must be under unusual personal circumstances aggravated by the project.

Protection: To be considered for Protection acquisition, there must be imminent substantial building activity or appreciation that will cause the land value to increase substantially faster than the STIP inflation rate for construction projects.

Open Market Transaction: To be considered an Open Market Transaction, the property owner's decision to sell must be unsolicited by the local public agency and the title must be taken in the local public agency's name.

Donation: Donation is the voluntary conveyance of property, without compensation, for the improvement of a public project. Donation of real estate for highway purposes may be accepted at any time.

Key issues:

- Project must not be controversial.
- Project must be CEQA compliant.
- A preferred alternative must have been made public through a public hearing or forum.
- Project must be programmed.

- Design must be sufficient to accurately depict right of way requirements.
- Clear title/hazardous waste.
- Local public agency (LPA) must expend its own funds.
- Must have freeway agreement if required.
- Enter into a cooperative agreement with the state.
- Follow the Uniform Act.
- Acquisitions limited to full takes only, except for existing road widening.
- Removal of improvements can take place only when public safety is an issue.
- Utility relocation notices cannot be issued.
- No condemnation permitted.

Acquisition of A Single Parcel of Land Using Right of way Protection Alternative

The strategy included use of the Categorical Exemption/Categorical Exclusion, with FHWA approval and signature, as well as environmental determination as a conditional solution to preserve right of way.

The case study was located within the High Desert Corridor between State Route 14 and the Palmdale Airport in Palmdale. Due to imminent development, Caltrans used the right of way protection process to acquire a single parcel of land within Los Angeles County prior to the completion of the Tier I document. See form in Attachment E.

Categorical Exemption/Categorical Exclusion Project Description: Acquisition of a single parcel of land for protective purposes. Based on documentation, the parcel is the focus of imminent development. This would have a deleterious impact on the portion of Avenue P8 identified in the City of Palmdale's current General Plan, as being the designated location of a transportation corridor targeted for the construction of a new state highway. Additionally, a study performed by Caltrans in conjunction with proposed route re-adoption of State Route 138, identified a similar portion of Avenue P8 as part of a uniformly agreed upon location for future proposals to construct a new state highway. Parcel 3022-002-001 is necessary for the transportation corridor to be feasible. Acquisition of this parcel will not limit the evaluation of alternatives for a new state highway in this transportation corridor when it is proposed. No activity associated with any approved plan to construct a new highway in this location will take place on this parcel until the appropriate environmental document for the proposed transportation project has been completed and adopted. If it is ultimately determined that no project will be built in this transportation corridor, this parcel will be sold on the open market.

Key tools used:

- Categorical Exemption/Categorical Exclusion with FHWA approval and signature. See Appendix E.
- Required stipulation for issuance of the Environmental determination. See General Notes, Hazardous Materials, Biology, Archaeology and Cultural Resources that follow.
- General Notes: The scope of this project, as currently defined, should result in no significant impacts to the area of potential effect. The stipulations identified in this CE/CE are mandatory and will be implemented in conjunction with this project. If anything beyond acquisition of the parcel identified in the Project Description “box” on the September 2002 (#200209012) CE/CE Determination Form becomes necessary for this project, this approval is no longer valid. If there are any questions regarding any of the above, contact the Caltrans Senior Environmental Planner.
- Hazardous Materials: Based upon a filed review and a record search using VISTA Information Solutions, Inc. Parcel #3022-002-001 received the following assessment: “No potential for Hazardous Waste Contamination appears to exist. Therefore, this parcel may be considered ‘clear’ of hazardous waste.”
- Biology: A field survey of the site identified a range of typical desert plants and animals. The acquisition of this parcel will result in no change to this habitat.
- Archaeology and Cultural Resources: Based on previous studies, no known or apparent archaeological or cultural resources are present in the area covered by this parcel. While transportation project related construction is not allowed on this parcel, Caltrans’ standard policy regarding projects remains in effect and is expected to be adhered to: “Should cultural or archaeological resources be uncovered during any work on this parcel, District 7 Division of Environmental Planning shall be immediately notified. It is Caltrans policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans archaeologist.”

For more information, please visit Right of Way Manual, Chapter 5, Corridor Preservation, Hardship, and Protection.

<http://www.dot.ca.gov/hq/row/rowman/manual/chap05/>

Facilitated Polling Session

Purpose

A facilitated polling session was held to explore the topic of transportation corridor preservation in detail. Discussion focused on challenges to and options for preserving rights of way for future transportation projects. Electronic polling questions were posed to the group, and real-time responses were used to explore and understand the various perspectives of the participants.

Interactive Polling

Interactive technology polling was used to obtain real-time information, including demographic information and specific data with regard to Corridor Preservation. *Interactive Polling* is an effective tool to gather information from a large group of people at one time. This form of opinion polling is considered non-determining, and thus the results of the polling session are not statistically representative of the community as a whole. While the collective response percentages are interesting, the subsequent discussion about why participants responded the way they did provides important insight into their perceptions that can affect the viability of proposed solutions. Questions and information were projected onto a large screen for participants to view. Each participant was given an electronic polling device, or “clicker,” to make his or her choices.

At the start of the workshop’s morning session, demographic and dispositional questions were posed in a brief “pre-poll” to help gauge the effectiveness of the workshop. Demographic information was collected again at the start of the afternoon session to account for the effect that the departure of some participants may have had on participant disposition towards corridor planning and the workshop’s effectiveness. The afternoon polling session then focused on challenges to and strategies for corridor preservation.

Pre-Polling Questions and Responses

Fifty-seven workshop attendees participated in the pre-polling session. Below is a list of pre-polling demographic and opinion questions posed during the morning session. Resulting data is listed below each question.

- What geographic area do you represent?
 - 32% of respondents were from unidentified areas,
 - 26% represented the *San Bernardino desert area*,
 - 22% represented the *San Bernardino valley*,
 - 9% represented *West Riverside County*,

- 9% represented *Orange County*, and
- 2% represented *Antelope Valley*.
- What stakeholder group best describes your participation in this meeting?
 - 40% of respondents said *public works*,
 - 25% said *transportation*,
 - 14% said they were elected *officials*,
 - 7% said *land-use*,
 - 7% said *other government*, and
 - 7% said *private sector*.
- What is your jurisdictional perspective?
 - 44% of respondents said *city*,
 - 28% said *state*,
 - 16 % said *county*,
 - 5% said *regional*,
 - 5% said *non-government*, and
 - 2% said *federal*.
- How important is corridor preservation to your community?
 - 54% of respondents said *critical*,
 - 33% said *important*,
 - 9% said *neutral*, and
 - 4% said *not important*.
- Do you believe that you can protect corridors under existing federal/state law and/or regulations?
 - 40% of respondents felt *unsure*,
 - 32% said *yes*, and
 - 28% said *no*.
- What is your primary reason for attending this meeting?
 - 30% of respondents said to *learn*,
 - 27% said to *identify solutions*,
 - 16% said to *generate ideas*,
 - 16% said they attended because *their boss told them to*,

- ❑ 7% said to *interact with their peers*, and
- ❑ 4% said because the meeting was *better than the office*.

General Polling Questions, Discussion, and Responses

Thirty-five workshop attendees participated in the general polling session. Below is a list of demographic and opinion-polling questions posed during the afternoon session. Resulting data is listed below each question. See Attachment C for “raw” data collected throughout the entire polling process.

The questions posed during the pre-polling session were asked again with similar responses. One notable change between the sessions was that more participants responded positively in the afternoon session than in the morning session that corridors can be protected under existing federal/state law and/or regulations. Several additional questions and their responses are listed below.

- How would you characterize the jurisdiction you represent?
 - ❑ 43% of respondents said *urban*,
 - ❑ 31% said *suburban*,
 - ❑ 11% said *rural*,
 - ❑ 9% said *highly urban/metro*, and
 - ❑ 6% responded *not applicable*.
- What is your county of jurisdiction?
 - ❑ 70% of respondents said *San Bernardino County*,
 - ❑ 9% said *Orange County*,
 - ❑ 9% said *Other*,
 - ❑ 6% said *Los Angeles County*, and
 - ❑ 6% said *Riverside*.

In addition, workshop participants were asked to respond to questions about Corridor Preservation Activities. The questions and responses included the following.

- Is there an identified corridor in your community that would benefit from corridor preservation efforts?
 - ❑ 88% of respondents said *yes*,
 - ❑ 9% said *not sure*, and
 - ❑ 3% said *no*.

- Is your community currently conducting corridor preservation activities?
 - 49% of respondents said *yes*,
 - 37% said *no*, and
 - 14% said they were *not sure*.

- What level of success have you experienced preserving corridors in your community?
 - 26% of respondents said *limited*,
 - 22% said they were *not sure*,
 - 20% said *moderate*,
 - 14% said the question was *not applicable*,
 - 9% said *good*, and
 - 9% said *none*.

Obstacles to Corridor Preservation

Workshop participants were then asked to create and evaluate a list of obstacles preventing transportation corridor preservation. A brainstorming session occurred regarding perceived obstacles and resulted in a relative prioritization of the obstacles. Brainstorming comments are listed below as well as the prioritized obstacles listed in order of importance as they impact the jurisdictions from preserving corridors in their communities.

The following comments were received during the polling session discussion.

Obstacles to Corridor Preservation

- State & federal interpretation of laws: two themes emerged about how well local jurisdictions communicate with state and federal agencies.
 - Participants identified a lack of consistency in response from federal and state agencies about their interpretation of legal requirements.
 - Participants identified an inconsistency in how their agencies (local jurisdictions) ask and answer questions about their plans and projects.
- Federal and state statutory requirements
 - Interaction of Uniform Compliance Act with state & federal interpretation of laws.
- Rapid growth encroachment
 - Growth occurring in areas with undeveloped infrastructure.
 - Growth exceeding need/existing infrastructure.
- Political will or leadership

- ❑ Urgency of economic development vs. long-term nature of transportation planning. Addressing economic issues today can seem more important than preserving transportation for tomorrow.
 - ❑ Developers have greater access to politicians than other interests.
 - ❑ Lack of political leadership.
 - ❑ Political terms too short to provide incentive to address long-term transportation planning needs.
- Property acquisition
 - ❑ Multiple ownerships in potential corridors.
 - ❑ Private/small owners who do not understand the property acquisition process or have unrealistic expectations about it.
 - ❑ Sophisticated owners who drive up expectations for compensation.
 - ❑ Unclear title issues.
 - ❑ Development pressures.
- Environmental review
 - ❑ Increasing consequences for short-circuiting EIR process.
 - ❑ Environmental process is expensive and time consuming. The timing cycle of environmental studies needs to be better understood and accommodated in the planning process.
- Public perception
 - ❑ Infrastructure easy to fix/improve.
 - ❑ Lack of public understanding of how the environmental review process impacts transportation planning.
- Lack of consensus among participating jurisdictions.

Obstacles preventing transportation corridor preservation, prioritized by severity, pervasiveness, and significance to the process

Funding.
Federal and state interpretation of federal environmental laws.
Federal and state statutory requirements for right of way acquisition.
Rapid growth encroachment.
Lack of political will or leadership.
Pressure to support development.
Planning laws and potential litigation.

Multiple ownerships.
Unsophisticated owners.
Sophisticated owners.
Unclear title issues.

Effectiveness of Corridor Preservation Strategies

Workshop participants were then asked to create and evaluate a list of possible strategies to effectively preserve transportation corridors. A brainstorming session occurred regarding possible strategies and resulted in a relative prioritization list. Brainstorming comments are listed below, as well as the prioritized strategies listed in order of their perceived effectiveness.

Comments resulting from the brainstorming session:

- Recognize the regional nature of the issue.
 - Responsibility for large corridors assumed to be with the state; need to take local approach/change attitude.
 - Cooperative planning within the region.
- Consider role of regional organizations.
 - Regional organizations now have money that they did not in the past.
 - Regional governments lack of land-use authority – must be state, regional & local partnership.
- Educate (appropriately) the various parties involved so that information about the process is consistent.
- Conduct regional integrated habitat planning.
- Pursue federal environmental laws need to be changed to facilitate better planning.
- High desert corridor – example of slow response to transportation infrastructure needs.
- Developer Impact Fees can provide several benefits:
 - Funding.
 - Certainty.
 - Equity.
 - Consistency.
 - They are real for the community.

- Effectiveness.
- Developer Agreements & Right of Way Dedications have the following considerations:
 - Need to know where right of way is going.
 - Developer Agreements good, but on big freeways local jurisdictions need to take the reigns.
 - Better coordination regarding right of way needs between cities and Caltrans to identify right of way widths, etc.
- Updated General Plan & Specific Plans offer the following possibilities and limitations:
 - General Plans not specific enough to define accurate right of way needs.
 - Caltrans' long-range planning can assist with accurate right of ways.
 - Caltrans needs good density information from city general plans.

Corridor preservation strategies, prioritized by perceived effectiveness

Consider developer impact fees.
Consider developer agreements and right of way dedications.
Update general plans and specific plans.
Pursue federal legislation to change environmental laws.
Focus on land-use issues and right of way purchase.
Enter into public/private partnerships: JPAs.
Conduct regional integrated planning and habitat protection.

Next Steps

Workshop attendees spent considerable time brainstorming possible steps that would move them closer to Corridor Preservation success. Comments received during the brainstorming session are listed below. A prioritized list of potential next steps is also listed in order of potential effectiveness, as determined by participants.

- Comments recorded during the brainstorming session regarding next steps.
 - Streamline process. (Requires involvement at appropriate planning milestones to be effective.)
 - Identify avenues for better communication.

- Integrate transportation corridor into land-use planning documents.
- Consider corridors from a regional perspective.
- Mutually agree upon goals between cities within a region and regional bodies.
- Elevate importance of corridor preservation issue.
- Educate elected officials about the process; timely briefings of project status.
- Provide in-house assistance to communities for environmental documents.
- Find a method to fix a broken system.
- Translate corridor concepts into right of way details (create right of way footprint).
Can't go too far, because NEPA requires comparison of alternatives.
- Engage in long-range transportation planning.
- Shorten time frame for environmental review.
- Integrate comprehensive plans with land-use plans/documents.
- What FHWA/Caltrans and Regional Agencies Can Do
 - Elevate recognition of importance of corridor preservation.
- What Cities/Local Agencies can provide to elected officials
 - Provide knowledge of issue; timing; feasibility.
 - Provide information and education.
 - Build only locally to avoid approvals/bottlenecks/system.
 - Identify right of way in greater detail earlier in the process. (To avoid the potential to circumvent alternatives analysis required under NEPA.)

Next steps prioritized by perceived effectiveness

Integrate corridor preservation into land-use planning documents.
Identify transportation/corridor needs - develop long-range plans.
Streamline the process.
Find methods to fix the broken system.
Translate corridor concepts into right of way detail as soon as possible.
Elevate recognition of importance of corridor preservation.
Look at corridors from a regional perspective.
Develop partnerships and collaboration to assist communities.
Provide education to elected officials regarding the process - steps a-z and timelines.
Provide timely briefings to elected officials regarding issues.

Additional Information Regarding Tools and Techniques for Future Corridor Preservation Activities

There are a variety of planning tools that can be used by local governments. These tools generally fall into three categories: (1) acquisition; (2) exercise of planning and zoning powers; and (3) voluntary agreements and governmental inducements. The latter two offer some distinct advantages from a monetary standpoint, as they may not require outright fee simple acquisition of properties. Some examples of tools that offer interim corridor protection are option to purchase, official map, General (Master or Comprehensive) Plan designation, concurrency ordinances, zoning and subdivision controls, development agreements, annexation agreements, voluntary developer reservation, access management and control, and density transfers within the parcel for which development is proposed. Some examples of permanent preservation tools are fee simple acquisition, development easements, landowner donation, exchange of property, private land trusts, impact fees, exactions, recoupment ordinances, set-back ordinances, transfer of development rights, and development agreements.

Evaluation

Interactive Polling was used at the end of the facilitated discussion session to gauge the usefulness of the Transportation Corridor Preservation Workshop. Participant responses regarding the workshop are shown here.

- 53% of respondents said the workshop was *very useful*,
- 35% said the workshop was *useful*; and
- 12% said *somewhat useful*.

List of Preparers

Jones & Stokes
2600 V Street
Sacramento, CA 95818
Contact: Karla Nemeth
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Attachment A
Invitation



**PLEASE
JOIN US ...**

***Transportation Corridor
Preservation Workshop***
June 2, 2005 ■ Ontario Airport Marriott

San Bernardino Associated Governments, the Riverside County Transportation Commission, the Los Angeles Metropolitan Transportation Authority, the Southern California Association of Governments and the California Department of Transportation invite you to learn from Southern California transportation experts about successful corridor preservation efforts in this interactive workshop:

- ▶ **Thursday, June 2, 2005**
- ▶ **9 a.m. to 3:30 p.m.**
- ▶ **Ontario Airport Marriott, 2200 E. Holt Blvd.**

Workshop fee is \$45. To register, mail the enclosed card by May 25 with check made payable to SANBAG to Tia Kirkland, San Bernardino Associated Governments, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410.

For more information, email Andrew Green, agreen@sanbag.ca.gov or call (909) 884-8276.

Workshop Agenda ...

- ▶ 8 a.m. - 9 a.m., Registration
- ▶ Welcoming Remarks & Transportation Corridor Preservation Case Studies from Riverside, Orange, Kern and San Diego Counties, including Integrated Planning and Habitat Protection, Public-Private Partnerships, Land-Use Planning/Right-of-Way Purchase, Developer Agreements, ROW Dedication
- ▶ Patio Lunch
- ▶ Participant Discussion with Electronic Polling ... Development of Action Steps for Legislative and Regulatory Change, Right of Way Preservation and Financing Options

Attachment B
Agenda



Transportation Corridor Preservation Workshop

Agenda, June 2, 2005

Registration 8-9 a.m.

Introductions, Deborah Barmack, Director, Management Services, San Bernardino Associated Governments

Welcome, Paul Biane, President, San Bernardino Associated Governments 9-9:10 a.m.

Pre-Polling Session, Chuck Anders, Strategic Initiatives..... 9:10-9:30 a.m.

Corridor Development Case Studies

Moderated by Eric Haley, Executive Director, Riverside County Transportation Commission

▶ **Riverside County Integrated Project**, Cathy Bechtel, Deputy Director of Planning, RCTC 9:30-9:45 a.m.

▶ **Orange County Joint Powers Authority Approach**, Lisa Telles, Chief Communications Officer,
and Robert Thornton, General Counsel, Transportation Corridor Agencies 9:45-10:30 a.m.

Break 10:30-10:45 a.m.

▶ **Bakersfield Westside Parkway**, Ron Brummett, Executive Director, Kern Council of Governments;
Jack LaRochelle, Assistant Public Works Director, City of Bakersfield; Craig Pope, Road Commissioner,
Kern County; Alan McCuen, Deputy District Director, Caltrans District 6 10:45-11:30 a.m.

▶ **San Diego State Route 125**, Laurie Berman, SR-125 South Project Manager, Caltrans District 11;
Tony Evans, Chief Financial Officer, California Transportation Developers;
Frank Rivera, Deputy City Engineer, City of Chula Vista 11:30 a.m.-12:15 p.m.

Lunch, Patio 12:15-1:15 p.m.

▶ **Caltrans Transportation Corridor Development**, Larry Stevens, Right-of-Way Project Delivery Manager,
Southern California ROW Center; Barbara Baernstein, ROW Senior Specialist, Southern California ROW Center;
Ron Kosinski, District 7 Planning..... 1:15-1:45 p.m.

▶ **Facilitated Discussion**, Karla Nemeth and Kristin Warren, Jones and Stokes;
Chuck Anders, Strategic Initiatives — Electronic polling, discussion of morning sessions and development
of “action steps” for the future development of long-range corridors..... 1:45-4 p.m.

Adjourn 4 p.m.

Attachment C
Interactive Polling Results

Polling Results
Transportation Corridor Preservation Workshop

Ontario, California

June 2, 2005

Prepared by



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In Conjunction with Jones & Stokes

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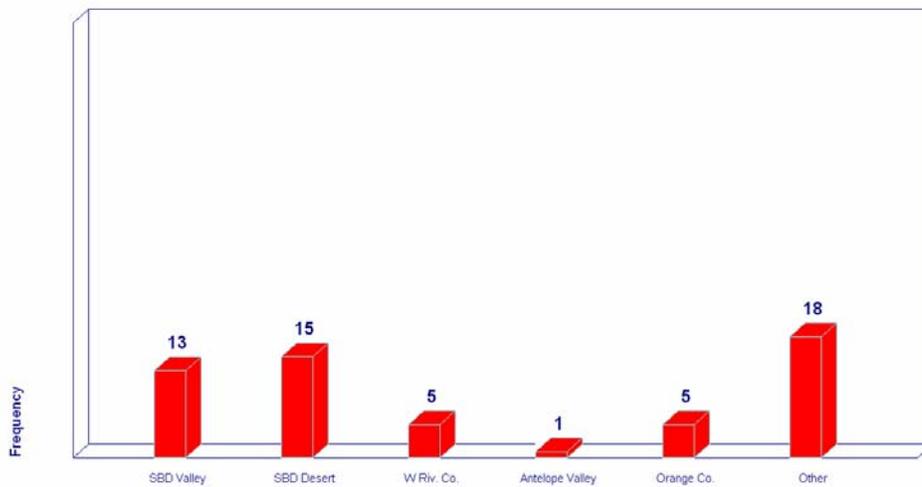
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Next Steps	11
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<i>Appendix A – Corridor Preservation Activities by Demographic Group.....</i>	<i>A-1</i>
<i>Appendix B – Obstacles Preventing Transportation Corridor Preservation by Demographic Group</i>	<i>B-1</i>
<i>Appendix C – Effectiveness of Transportation Corridor Preservation Strategies by Demographic Group.....</i>	<i>C-1</i>
<i>Appendix D – Next Steps by Demographic Group</i>	<i>D-1</i>
<i>Appendix E – Wrap-Up Questions by Demographic Group.....</i>	<i>E-1</i>

Demographic Information

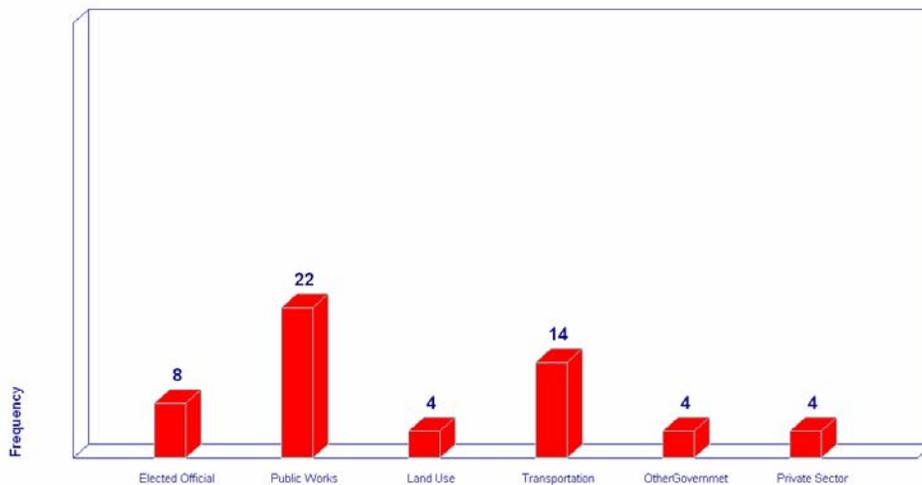
Demographic information was collected from the participants during the morning session and also again at the beginning of the afternoon session. The following charts present the results of the demographic polls.

Morning Session Background Information

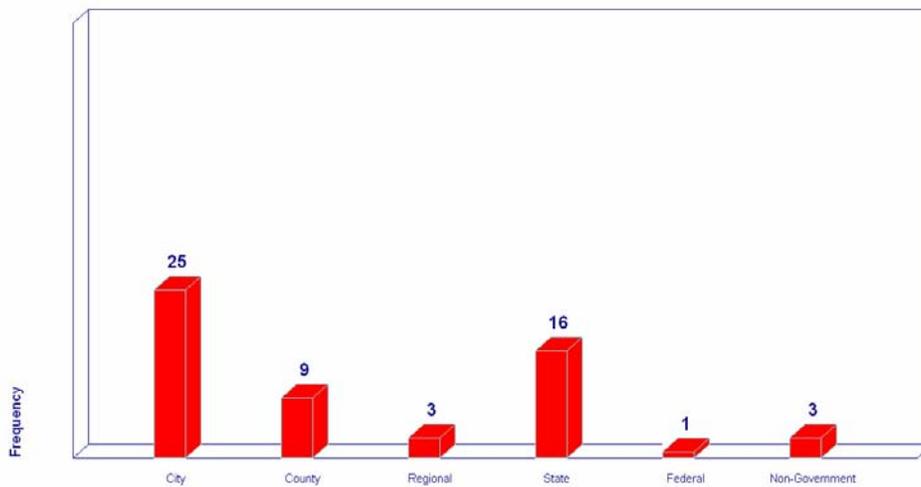
A- What geographic area do you represent?



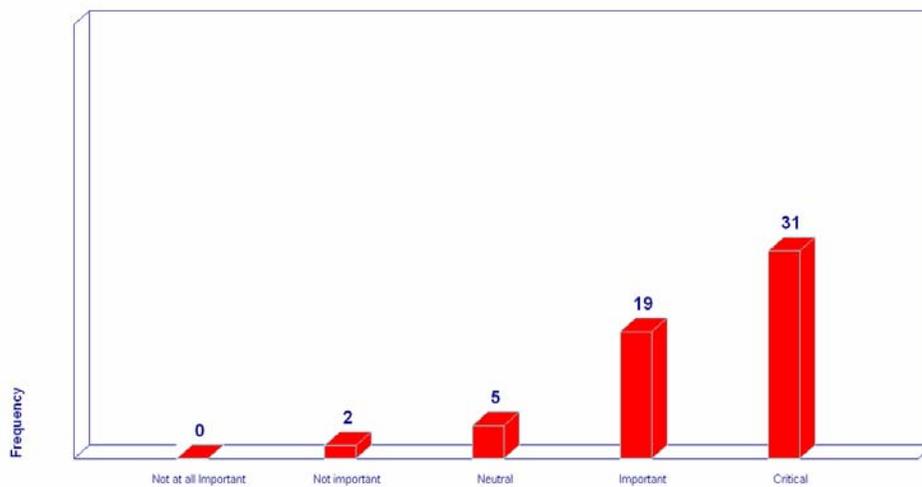
B- What stakeholder group best describes your participation in this meeting?



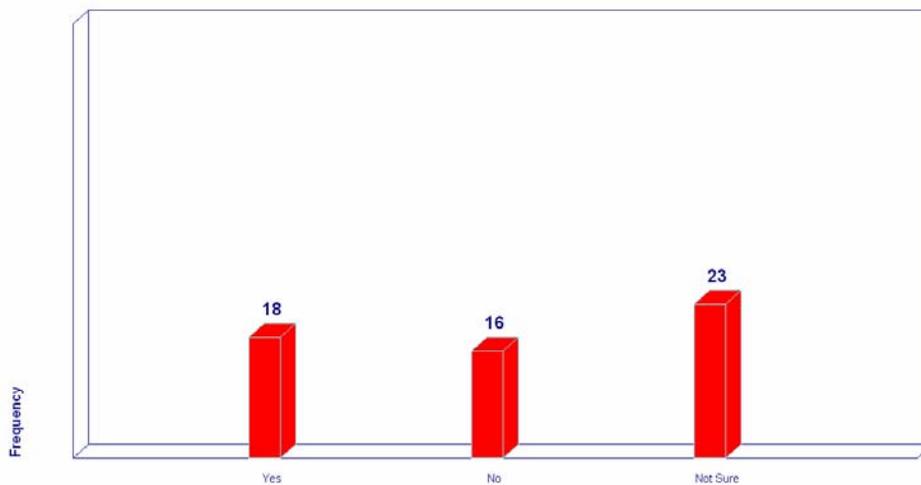
C- What is your jurisdictional perspective?



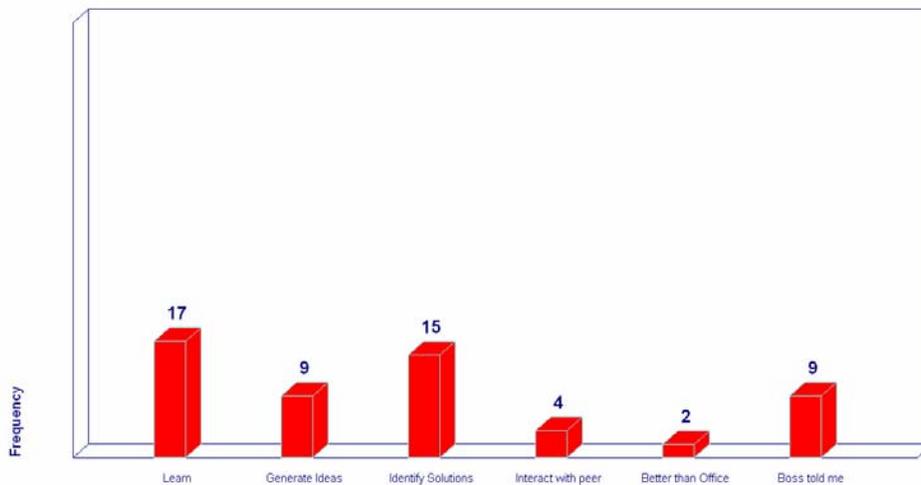
D- How important is corridor preservation to your community?



E- Do you believe that you can protect corridors under existing federal/state law and/o regulations?

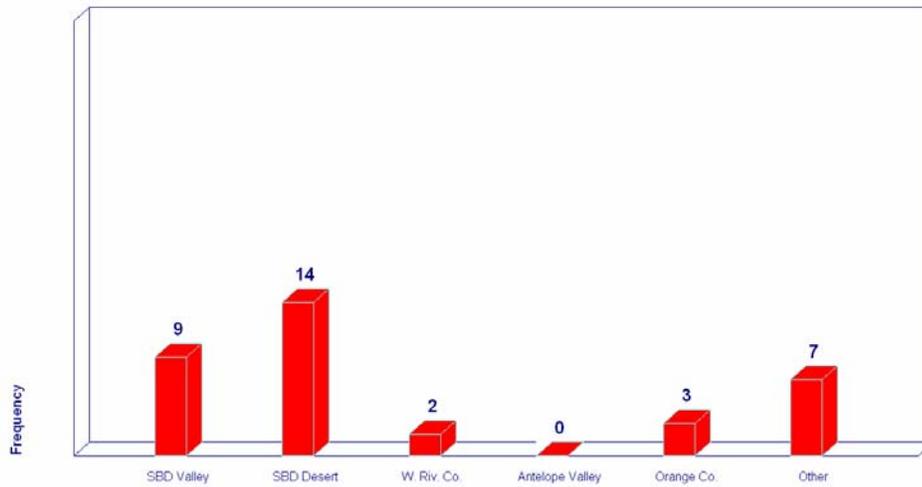


F- What is your primary reason for attending this meeting?

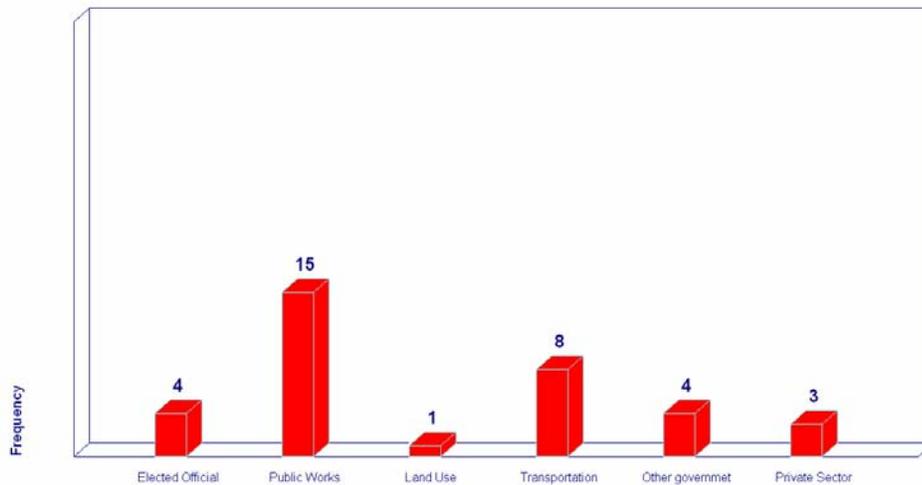


Afternoon Session Background Information

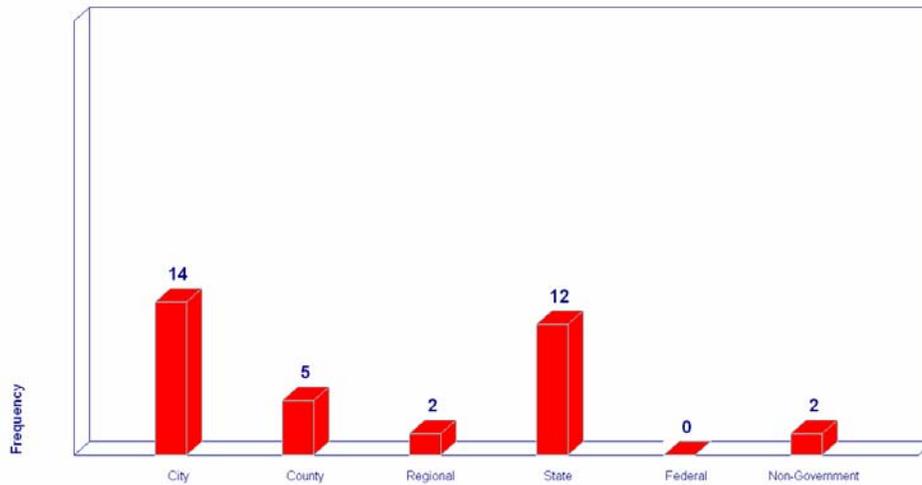
A- What geographic area do you represent?



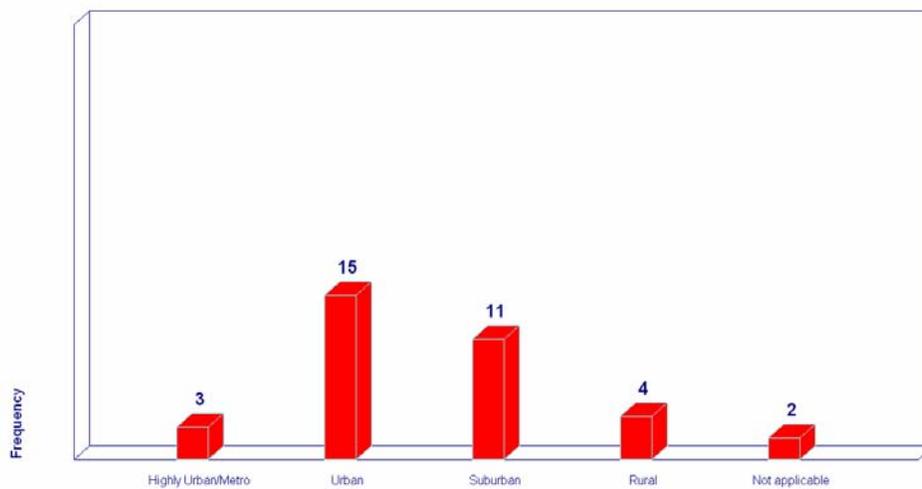
B- What stakeholder group best describes your participation in this meeting?



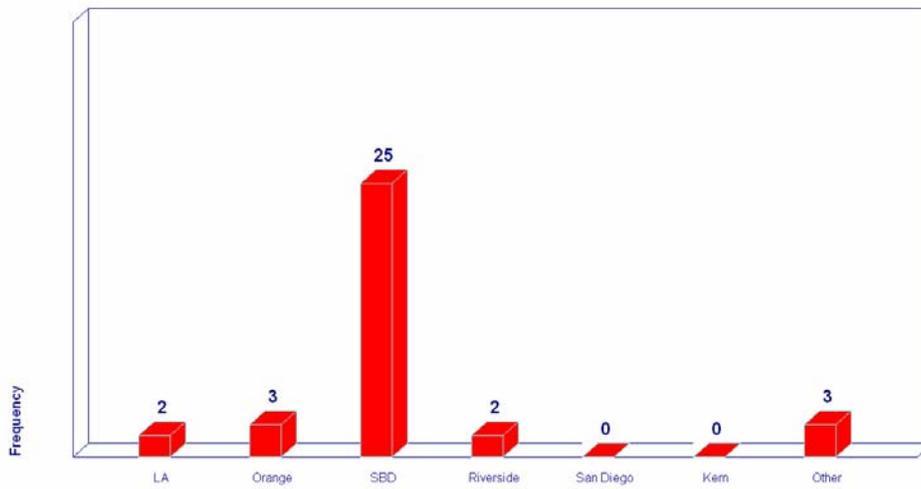
C- What is your jurisdictional perspective?



D- How would you characterize the jurisdiction you represent?

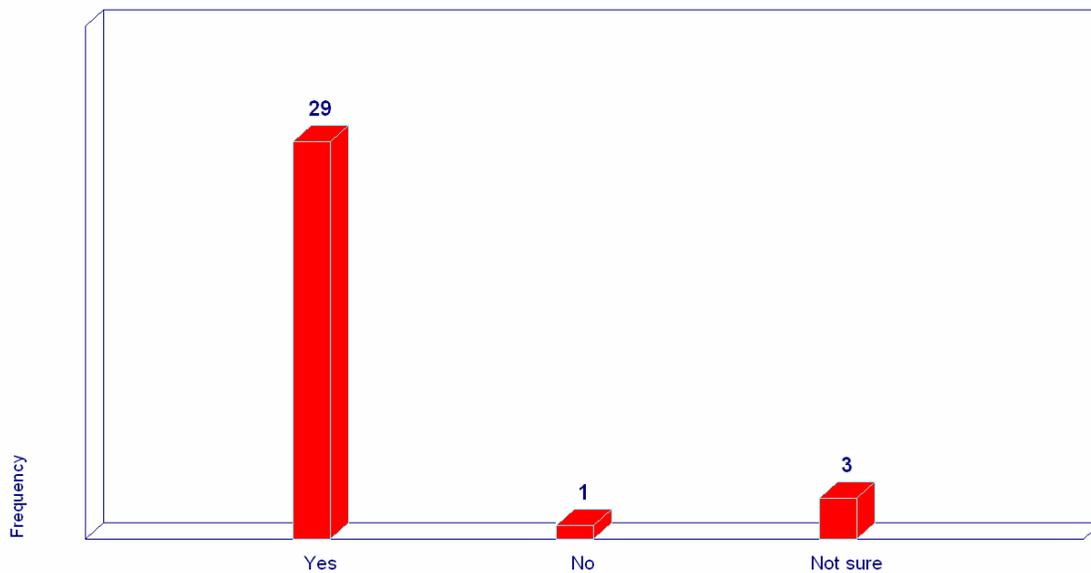


E- What is your county of jurisdiction?

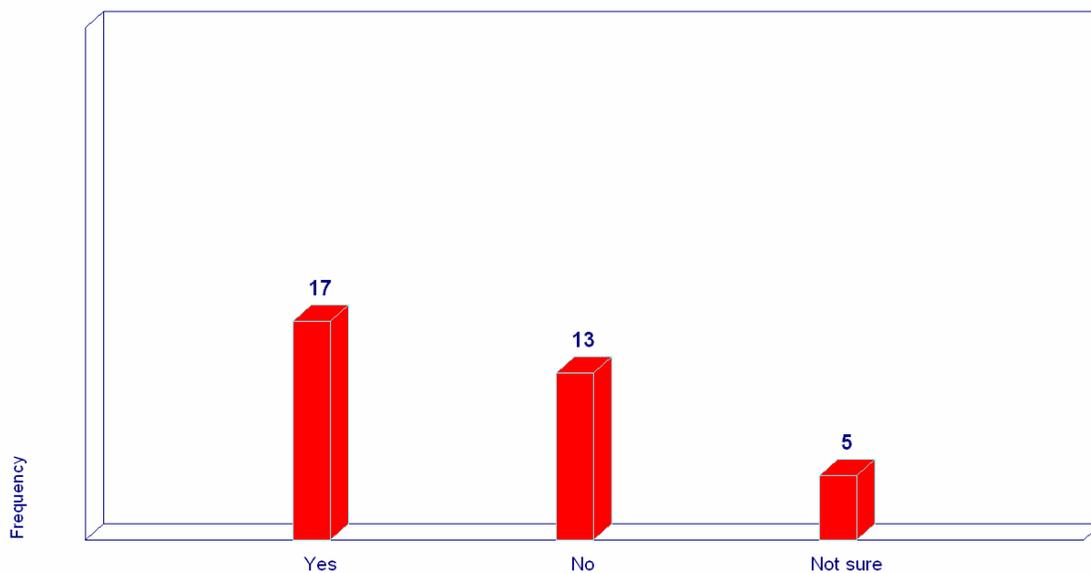


Corridor Preservation Activities in Your Community All Participants

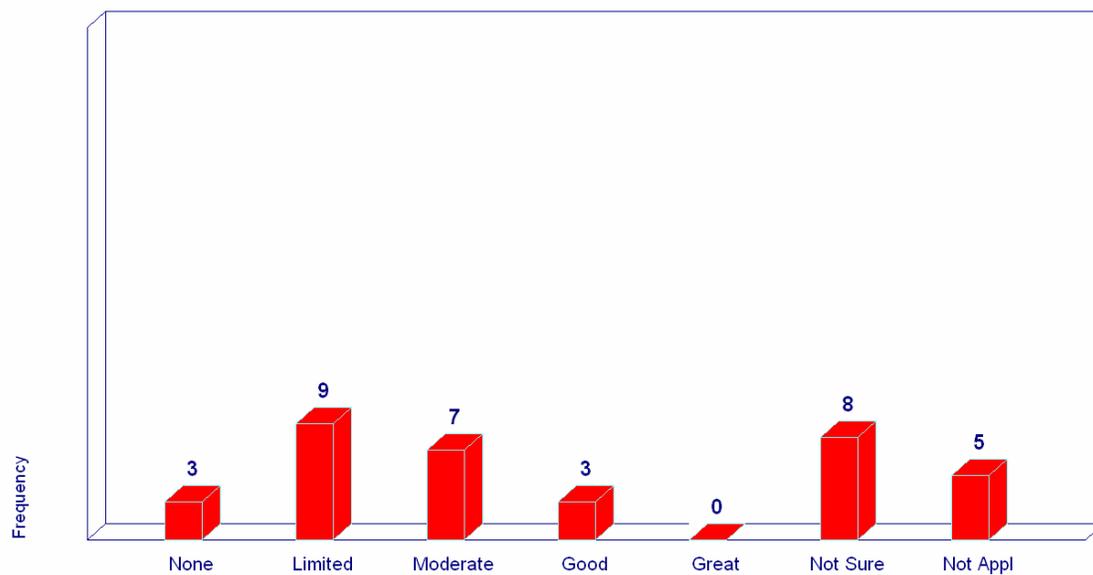
A- Is there an identified corridor in your community that would benefit from corridor preservation efforts?



B- Is your community currently conducting corridor preservation activities?



C- What level of success have you experienced preserving corridors in your community



Obstacles Preventing Transportation Corridor Preservation

What impact does this obstacle have on preventing your jurisdiction from preserving corridors in your community?

All Participants

Obstacle	Number of Responses	Average	Frequency Distribution				
			None	Minor	Moderate	Significant	Critical
Funding	34	4.3	1	0	2	17	14
Federal and state interpretation of federal environmental laws	34	3.9	2	1	6	15	10
Federal and state statutory requirements for right-of-way acquisition	34	3.8	2	2	8	11	11
Rapid growth encroachment	35	3.7	1	5	8	12	9
Lack of political will or leadership	32	3.7	1	6	5	11	9
Pressure to support Development	34	3.4	2	5	10	13	4
Planning laws and potential litigation	35	3.2	1	5	16	11	2
Multiple Ownerships	35	3	1	10	13	10	1
Unsophisticated owners	35	2.4	4	16	12	3	0
Sophisticated owners	34	2.3	3	20	8	3	0
Unclear Title Issues	35	2.3	4	18	12	0	1

Effectiveness of Transportation Corridor Preservation Strategies

How effective do you believe each of the following corridor preservation strategies would be in your community?

All Participants

Strategy	Number of Responses	Average	Frequency Distribution				
			Not at All Effective	Not Effective	Neutral	Effective	Very Effective
Developer Impact Fees	31	4.6	0	0	0	13	18
Developer Agreements and ROW Dedications	31	4.4	0	0	0	19	12
Updated General Plans and Specific Plans	31	4.3	0	0	1	19	11
Federal Legislation to change Environmental Laws	31	4.1	3	1	5	2	20
Land Use and ROW Purchase	31	4	1	0	6	15	9
Public/Private Partnerships; JPAs	31	4	0	0	10	12	9
Regional Integrated Planning and Habitat Protection	31	3.7	2	2	5	15	7

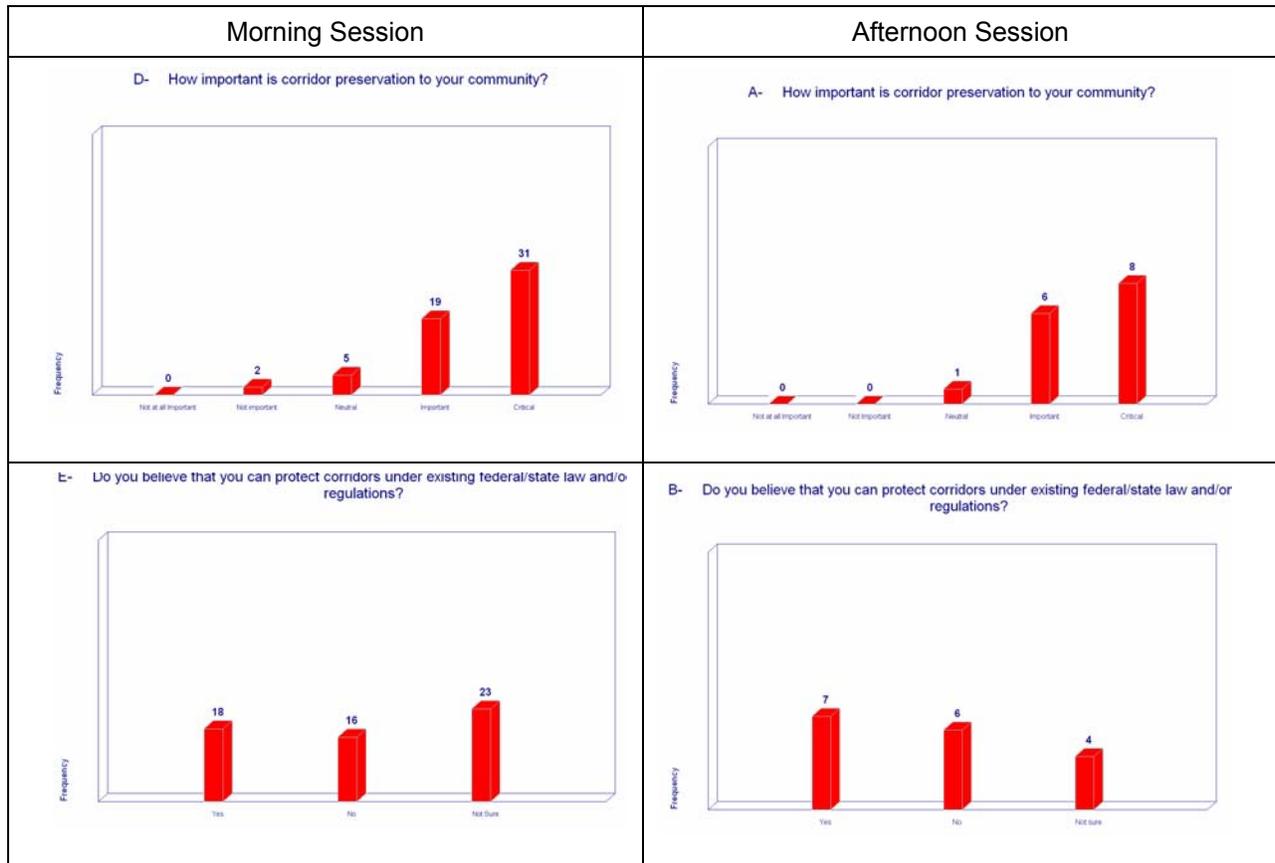
Next Steps

How effective do you believe the following activities will be to preserve corridors in your community?

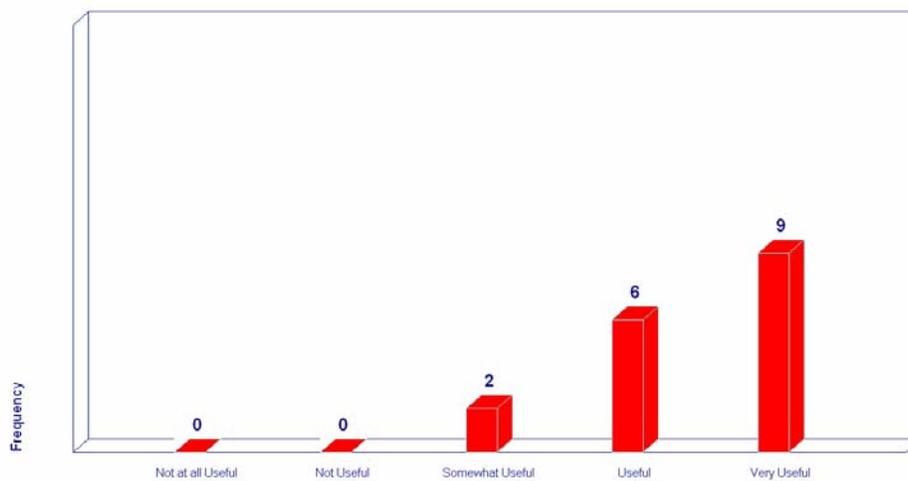
All Participants

Next Steps	Number of Responses	Average	Frequency Distribution				
			Not at All Effective	Not Effective	Somewhat Effective	Effective	Very Effective
Integrate into land-use planning documents	18	4.4	0	0	2	7	9
Identify transportation/corridor needs - Develop long range plans	18	4.3	0	0	2	9	7
Streamline the Process	18	4.2	0	0	5	4	9
Find Methods to Fix the Broken System	18	4.2	1	2	1	3	11
Translate Corridor Concepts into ROW detail as soon as possible	18	4.1	0	1	3	8	6
Elevate Recognition of Importance of Corridor Preservation	18	3.9	0	1	6	4	7
Look at Corridors from a Regional Perspective	18	3.9	0	0	6	7	5
Partnerships and Collaboration to assist Communities	18	3.9	0	1	4	9	4
Education to Elected Officials regarding the Process - Steps A-Z and Timelines	18	3.6	0	1	9	4	4
Timely briefing to Elected Officials regarding issues	18	3.4	0	1	9	7	1

Wrap-Up Questions



C- How useful was this workshop in addressing corridor preservation issues?



Attachment E
Sample Categorical Exemption

**CATEGORICAL EXEMPTION
CATEGORICAL EXCLUSION/PROGRAMMATIC CATEGORICAL EXCLUSION
DETERMINATION FORM
PROJECT DESCRIPTION CONTINUATION SHEET**

GENERAL NOTES

The scope of this project, as currently defined, should result in no significant impacts to the area of potential effect. The stipulations identified in this CE/CE are mandatory and will be implemented in conjunction with this project. If anything beyond acquisition of the parcel identified in the Project Description "box" on the September 2002 (# 200209012) CE/CE Determination Form, becomes necessary for this project, this approval is no longer valid. If there are any questions regarding any of the above, Senior Environmental Planner Jinous Saleh should be contacted at (213) 897-0683.

HAZARDOUS MATERIALS

Based upon a field review and a record search using VISTA Information Solutions, Inc., Parcel # 3022-002-001 received the following assessment:

"No potential for Hazardous Waste Contamination appears to exist.
Therefore, this parcel may be considered 'clear' of hazardous waste."

BIOLOGY

A field survey of the site identified a range of typical desert plants and animals. The acquisition of this parcel will result in no change to this habitat.

ARCHAEOLOGY & CULTURAL RESOURCES

Based on previous studies, no known or apparent archaeological or cultural resources are present in the area covered by this parcel. While transportation project related construction is not allowed on this parcel, Caltrans' standard policy regarding projects remains in effect and is expected to be adhered to:

"Should cultural or archaeological resources be uncovered during any work on this parcel, District 7 Division of Environmental Planning shall be immediately notified. It is Caltrans policy to discontinue work in the area of the find until the material can be evaluated by a Caltrans archaeologist."

Attachment F
SANBAG Survey Results

June 2, 2005 – Transportation Corridor Preservation Workshop – Survey Results

1. Which of the following is the most important aspect of today's workshop?

<u>Response</u>	<u>Frequency</u>	<u>Percent</u>
Learning strategies for preserving corridors	20	58
Hearing from Caltrans staff the latest in corridor preservation guidelines	4	11
Coalition building and informal discussions with other conferees	7	20
Electronic polling process and results	4	11
Total		100

2. When it comes to presentation style, I prefer:

<u>Response</u>	<u>Frequency</u>	<u>Percent</u>
Information presentations on pertinent issues	19	33
Informal issue/policy debates or working groups	10	18
Professionally facilitated issue/policy discussions	13	23
Interactive discussions	15	26
Total		100

3. Please rate the quality of the following:

Topic	Very Poor	2	3	4	Very Good	Total
Speakers			2	18	12	34
Accommodations			1	7	21	29
Electronic polling process			1	10	20	31
Luncheon			5	13	14	32
Other:						
Total			9	48	67	126

4. What time of year would you prefer to have future Corridor Workshops?

Response	Frequency	Percent
Spring	16	59
Summer	3	11
Fall	5	19
Winter	3	11
Total		100

5. Please share any additional comments regarding the workshop below:

- Good Job!
- Could we get a contact list for the presenters?
- SANBAG staff not aware to close doors to minimize noise from hallway and/or to politely inform clueless cell phone talker that their voice was carrying into conference room.
- Need better use of microphone, room too cold for majority of day. Should have broader base of experience – all levels of organization.
- Great subject because it is a very important issue.
- FHWA needed to be here. I don't feel any more positive on the possibility for corridor preservation.
- Good program.
- Good job, Deborah, Andrew, Tia, Dan & Victoria!
- The Bakersfield/Kern County speakers were very helpful as were the TCA speakers. The San Diego panel left a little to be desired. Make speakers create a powerpoint presentation and give you a copy.

- Have Federal agencies involve with this process!! Consistence of system plans at different level of governmental jurisdiction.
- Interesting element to add the electronic polling process to the workshop! Do that again for future workshops.
- Not sure, but I think I have more questions than I came with.
- Please try to schedule future seminars earlier so as not to conflict with vacation schedules.