REPORT

DATE: February 8, 2007

TO: Transportation and Communications Committee (TCC)

FROM: Rosemary Ayala, Transportation Program Manager, 213-236-1927, ayala@scag.ca.gov

SUBJECT: Draft Administrative Amendment to the 2006 Regional Transportation Improvement Program (RTIP) per SAFETEA-LU

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve release of the Draft Administrative Amendment to the 2006 RTIP (Gap Analysis) for a 30-day public comment period.

BACKGROUND:
The RTIP is required to be compliant with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for users (SAFETEA-LU) by July 1, 2007. Should the RTIP fail to meet SAFETEA-LU requirements by July 1, 2007, there will be amendment restrictions to the RTIP which will lead to delays in project delivery. In response to these concerns, to ensure compliance with the SAFETEA-LU requirements by the statutory deadline of July 1, 2007 a Gap Analysis was deemed necessary so that the RTIP Amendment process may continue without disruption. This Gap Analysis is presented as an "Administrative Amendment to the 2006 RTIP" and is intended to address any deficiencies in the RTIP to make it compliant with SAFETEA-LU requirements.

A copy of the Draft Administrative Amendment is attached to the TCC agenda for review. The Draft includes a summary of the SAFETEA-LU requirements that have already been addressed in the existing 2006 RTIP. These required provisions include:

- Programming Document
- Annual Listing of Projects
- Consultation and Cooperation
- Interested Parties and Participation
- Visualization, Electronic Publication and RTIP Access
- Operating and Maintaining the Existing Transportation System

The attached Draft also discusses the new requirements that are not contained in 2006 RTIP and how these gaps will be addressed to meet SAFETEA-LU regulations:

- Four-Year Programming Document (project report formatting)
- Fiscal Constraint – SCAG Regional Financial Summary (formatting)
- Enhanced Visualization Techniques
- Highway Safety Improvement Program (new)
- Public Participation Plan (new)
- Public Transit Element (new)

The Draft reaffirms the validity of the current 2006 RTIP transportation conformity. There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public participation.

This Draft administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP. Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

The technical appendices to the Draft also include the following documents for reference:

- FHWA Gap Analysis Matrix
- SCAG's Draft Public Participation Plan
- SCAG Regional Fund Summary
- Expedited Project Selection Procedures

Staff recommends that the TCC approve the release of the Administrative Amendment to the 2006 RTIP for a 30-day public comment period and adoption by Regional Council subsequent to the successful conclusion of the comment period.

Upon adoption of the final Administrative Amendment to the 2006 RTIP by the Regional Council, staff will forward it to the FHWA/FTA for certification. Federal certification would mark the successful completion of the SAFETEA-LU compliance process. As intended, the certification of the Administrative Amendment to the 2006 RTIP will alleviate the Region of its exposure to adverse impacts from amendment restrictions and potential delays to project delivery.

FISCAL IMPACT:
None.

Reviewed by:

Division Manager

Reviewed by:

Department Director

Reviewed by:

Chief Financial Officer

DRAFT

Administrative Amendment

to

2006 Regional Transportation Improvement Program

(as amended in March 2007)

In compliance with the Planning Requirements
of

Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

Enacted on
August 10, 2005

DRAFT

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

March 2007

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I. Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) was signed into law by President George W. Bush on August 10, 2005. SAFETEA-LU presents opportunities as well as challenges in strengthening the existing State and Metropolitan Planning Organization (MPO) transportation planning processes. The Southern California Association of Governments (SCAG), as the MPO for six counties in Southern California, supports and embraces the new requirements and clarifications to existing requirements promulgated through SAFETEA-LU. SCAG believes SAFETEA-LU presents a valuable opportunity to fine tune and strengthen its transportation plans and programs as well as associated planning processes.

This document represents an administrative amendment to SCAG's 2006 Regional Transportation Improvement Program (RTIP). The document demonstrates that the 2006 RTIP is in compliance with the planning requirements of the SAFETEA-LU.

SAFETEA-LU extends the RTIP update cycle from two to four years for metropolitan planning areas that are designated as non-attainment or maintenance. The SCAG Regional Council adopted the 2006 RTIP in July 2006 and was federally approved on October 2, 2006.

SAFETEA-LU establishes July 1, 2007 as the deadline by which State as well as MPO plans and programs must comply with the expanded planning requirements. The potential implication of not complying with this statutory deadline is that meaningful amendments to the existing plans and programs may not be allowed until an RTP and Regional Transportation Improvement Program (RTIP) compliant with the provisions of SAFETEA-LU are in place. For a region as large and diverse as SCAG, this gap between the start of the SAFETEA-LU requirements in July 2007, and the projected date of an updated RTP in 2008, will jeopardize timely delivery of projects worth billions of dollars.

SCAG has held numerous discussions with Federal Highway Administration (FHWA) representatives in California as well as Washington, D.C. and with other impacted agencies such as the Ohio Department of Transportation, San Diego Association of Governments and Metropolitan Transportation Commission (MTC) in the Bay Area, to develop a strategy to address these risks.

As a result of these discussions, SCAG concluded that the best approach to meeting the 2007 deadline, while at the same time permitting the 2008 RTP to benefit fully from the Region's ongoing planning studies, was to prepare an administrative amendment to its 2004 RTP and a subsequent administrative amendment to 2006 RTIP to bring them into compliance with SAFETEA-LU. This administrative amendment will, upon approval by FHWA and the Federal

Transit Administration (FTA), bring the 2004 RTP and the 2006 RTIP in compliance with SAFETEA-LU. Once this is achieved, the RTP and RTIP will no longer face the risk of being frozen during the gap period between the 2007 deadline for compliance with SAFETEA-LU and the adoption of a new RTP and RTIP in 2008.

Since SAFETEA-LU became effective, the federal agencies responsible for implementing this bill have issued a number of interim guidance documents. Furthermore, a Notice of Proposed Rule Making related to SAFETEA-LU was issued on June 9, 2006. In preparing this administrative amendment, SCAG staff reviewed and analyzed all of these documents thoroughly, including the SAFETEA-LU bill. Staff also held several meetings with federal representatives at various levels for guidance and clarification purposes and also participated in the analysis conducted by the California Federal Programming Group (CRPG). Based on the review and analysis of all pertinent and available documents related to SAFETEA-LU, SCAG staff prepared a matrix identifying key issues, an assessment of whether or not the 2006 RTIP addressed the issue and any additional actions that would be necessary to ensure compliance of the 2006 RTIP with SAFETEA-LU requirements.

Subsequently, FHWA issued its own "Gap Analysis matrix" that provided guidance to agencies as to how to meet the new SAFETEA-LU requirements. The FHWA matrix formed the basis for the contents of this document and is attached as Appendix A.

In developing this administrative amendment, staff also consulted with FHWA staff, the Transportation Conformity Working Group, to the County Transportation Commissions/IVAG, and the Transportation and Communications Committee (TCC). A draft will be presented to the TCC in March 2007. SCAG's Regional Council is expected to adopt this RTIP administrative amendment and forward it to FHWA/FTA by no later than May 2007 for certification.

Based on the discussions with FHWA and FHWA's Gap Analysis Matrix, the remainder of this document has been organized as follows:

- Section II identifies and discusses SAFETEA-LU requirements that were adequately addressed in the 2006 RTIP
- Section III addresses potential gaps in the 2006 RTIP relative to SAFETEA-LU
- Section IV reaffirms the remainder of the 2006 RTIP, including conformity, and finance plan
- Section V summarizes the conclusions of this administrative amendment

II. SAFETEA-LU Requirements Addressed in the 2006 RTIP

This section identifies and briefly discusses the SAFETEA-LU requirements that are addressed in the 2006 RTIP. The order of the requirements is based on the FHWA Gap Analysis matrixes presented in Appendix A and are as follows:

1. PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III includes a six-year program. In Summer 2006 this program was made available to the public and underwent the public review process.

2. ANNUAL LISTING OF PROJECTS

SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and Statewide Transportation Improvement Program (STIP. The FHWA Gap Analysis matrix suggests the following potential "closing the gap" step:

- Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change].

The process for developing, updating and approving the Regional Transportation Improvement Program (RTIP) in the SCAG region is consistent with the public participation requirements under SAFETEA-LU. The Public participation process for development and approval of County TIPs and the SCAG RTIP is described in the sections below.

A. RTIP Public Participation Process in the SCAG region

There are several opportunities for the public to view and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.

i. Project Identification

Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to view and comment on these projects and local plans prior to local agency board approvals.

ii. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, county transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct "call for projects" when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section 2.A above, and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of

funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

iii. County TIP Development

The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described above in Section 2.B. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

iv. SCAG RTIP Development

SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section 2.C. A public hearing was held at the SCAG offices for a 30-day public review. Notices of the public hearings were placed in the major newspapers throughout the SCAG region. SCAG conducted additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, Los Angeles Sentinel, La Opinion, El Chicano Newspaper, The Chinese Daily News, and The Korea Times. The Draft SCAG RTIP documents were available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at http://www.scag.ca.gov/rtip and at public libraries throughout the six-county region prior to the public hearing. In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP.

Copies of public notices and legal advertisements for the 2006 RTIP public hearing can be found in Section V of the Final 2006 RTIP Technical Appendix Volume II and III dated July 2006.

v. SCAG RTIP Updates

Proposed amendments to state and federally-adopted RTIPs are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP to ensure consistency with the various programming rules and regulations, SCAG posts the proposed change(s) electronically for a 30 day public review and comment period on the SCAG website at http://www.scag.ca.gov/rtip. In addition to posting the amendment information on the web, a notice is sent to various stakeholders and interested parties as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

The schematic below helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the TIP programming development process described above in Section 2.

SCAG RTIP Public Participation Process

Public Review & Comment	TIP Development Process
Development of project lists requiring funding are commonly adopted by public boards in meetings open to the general public.	**Project Identification** Projects are identified based on needs and placed on capital improvement programs or other lists awaiting funds.
The allocation of funds to projects commonly occurs by policy boards in publicly noticed meetings open to the general public.	**Project Funding** Projects receiving state and federal funds and/or approvals and local projects determined regionally significant are identified for programming in County TIPs and the SCAG RTIP
CTCs & IVAG policy boards adopt RTIP financial resolutions. Noticed public hearing is held at the SCAG office to take public input on RTIP document.	**County TIPs & SCAG RTIP Development** Projects are first programmed in County TIPs and then submitted to SCAG for inclusion in the SCAG RTIP.
Proposed amendments to the RTIP are posted to the SCAG web site 30 days prior to transmittal to State and Federal agencies for approval.	**RTIP Updates** SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

4. INTERESTED PARTIES AND PARTICIPATION

The SAFETEA-LU requires that a formal Public Participation Plan be developed in consultation and coordination with the "interested parties" allowing necessary public review prior to final adoption. While a Public Participation plan was not formally adopted for the 2006 RTIP the outreach strategy is discussed in item 3. RTIP Public Participation Process in the SCAG Region as well as the actual documentation in the Technical Appendix Volume II of III of the 2006 RTIP.

Coordination with Tribal Governments

SAFETEA-LU has a special emphasis on involving tribal governments in transportation planning decisions. SCAG has a history of doing more than most MPOs in the nation to ensure the inclusion of Tribal Governments in the decision making process. This section describes SCAG's effort in this arena.

There are 109 federally-recognized Tribal Governments in California, sixteen of which are located in the SCAG Region. Eleven of these Tribes are located in Riverside County, four are located in San Bernardino County and one is in Imperial County.

In recent years, both the federal and state governments have placed increasing importance on the involvement of Tribal Governments in the regional planning process.

As a designated MPO under federal law and as a Regional Transportation Planning Agency (RTPA) under state law, SCAG must ensure that regional transportation plans and programs include a public participation process that involves Native Americans and consultation with federally-recognized Tribal Governments.

SCAG is the nation's largest MPO to take the step of providing the region's federally-recognized Tribal Governments with formal representation on the region's policy-making committees. In November 2002, the SCAG Regional Council adopted a Strategic Plan to set a course for the organization through the first decade of the 21st Century. One of the goals in the Strategic Plan called for establishing a formal role for Native Americans in the regional transportation planning process. SCAG began a series of summit meetings in 2003 with leaders from the respective Tribal Governments and their representatives. The summits were designed to explain SCAG's roles and

responsibilities for the Region, to encourage the Tribal Governments to receive input from the Tribal Governments regarding the 2004 Draft RTP and to identify how the Tribal Governments could participate more effectively in the regional planning process.

In June 2004, SCAG hired a consultant to help facilitate the participation of Tribal Governments in the regional transportation planning process. As a result of the initial summit meetings with the Tribal Governments, SCAG appointed the representatives from two Tribes to SCAG's Maglev Task Force. The September 2003, February 2004 and March 2004 Summits provided the Tribal Governments with opportunities to receive a number of presentations about various SCAG plans and programs. Some of the outcomes that were initiated by SCAG as a result of the Summit meetings with the Tribal Governments included adding them to SCAG policy committee mailing lists and other communications or outreach lists to ensure that Tribal Governments were being informed of regional planning activities. In the late Spring and early Summer of 2005, SCAG convened a number of successive meetings with the Tribal Governments and their staff to further define and develop how the two could work together more effectively.

In June 2005, SCAG established a Tribal Government Relations Task Force to facilitate negotiations regarding the formal participatory framework for the Tribal Governments within the SCAG planning process. The SCAG Tribal Government Relations Task Force subsequently released draft language that documented how the Tribal Governments would participate at SCAG. The Tribal Government Relations Task Force met with the Tribal Governments to present the proposed language and to receive input. Comments from the Tribal Governments were incorporated and forwarded for approval and adoption into SCAG's by-laws.

In May 2006, SCAG's Regional Council voted to revise its by-laws to formally establish a policy-making role for the Tribal Governments in the Region. The by-laws essentially provided a total of seven voting seats on SCAG's various policy committees. The revised by-laws recognized a new Tribal Government Regional Planning Board that would consist of federally-recognized Tribal Governments from within the SCAG region. With this decision, a locally elected member from the Tribal Government Regional Planning Board would also be elected to serve on the SCAG Regional Council and Administration Committee as a full voting member. The purpose of selecting Tribal Government council members that are elected by the Tribes themselves was to ensure their participation as voting members on SCAG's policy committees. In addition, two voting seats were added to each of SCAG's three policy committees.

The efforts to encourage the participation of Tribal Governments in the regional planning process are reflective of SCAG's intention to go beyond the

legal requirements of: (1) public participation; (2) environmental justice and (3) consultation. SCAG recognizes that it is good planning practice and good public policy to communicate with and incorporate comments from all the communities within the Region. In light of the recent urbanization and economic activities experienced on many of the reservations, there is no question that the cooperative efforts of SCAG and the Tribal Governments have become increasingly important. These efforts will lead to new found opportunities for continued collaborative work toward regional solutions.

5. VISUALIZATION, ELECTRONIC PUBLICATION, AND 2006 RTIP ACCESS

SAFETEA-LU public participation requirements stipulate that Transportation Improvement Programs (TIPs) be published or made available for public viewing and comment by stakeholders, interest groups and the general public. The requirements also state that the TIP be made available in electronically accessible formats to the maximum extent possible, and that visualization techniques be employed to depict plans.

The 3 volumes of the 2006 RTIP were made available via the World Wide Web. All of the documents were made available in portable document format (PDF), an electronically accessible format, on the World Wide Web. Public notices included references to the electronic accessibility of RTIP and CDs of the RTIP were produced and distributed.

The latest visualization techniques were utilized in presenting and communicating the 2006 RTIP. Power point presentations were used to the fullest extent possible at committee meetings. Tables, charts, graphs and spreadsheets were also utilized to illustrate financial information.

The 2006 RTIP as well as subsequent amendments remain available on the SCAG website.

6. OPERATING AND MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with FHWA/FTA guidance on fiscal constraint requirements, the SCAG addresses system level operation and maintenance needs/costs in addition to capital projects in both the RTP and the RTIP.

This core commitment to operating and maintaining the region's existing transportation system is reflected even during the near term years of the 2006 RTIP, generally implementing the policy and planning goals of the RTP.

Major funding/programming categories for operation and maintenance commitments in the 2006 RTIP are highlighted below.

- **(SHOPP) – State Highway Operation and Protection Program**
  State gas tax revenues are used for operations, maintenance and rehabilitation of the highway system. SHOPP revenues are taken "off the top" before allocations are made for the STIP. The Ten-Year SHOPP plan is developed by Caltrans and provides the framework for the short-term SHOPP. The 2006 SHOPP is reflected in this RTIP.

- **SCAG Regional Arterial System/Local Streets and Roads** – The cost of maintaining the region's arterial network/local streets and roads are incorporated into SCAG's financial analyses for both the RTP and the RTIP. SCAG reviews a number of local pavement management systems and additional arterial network studies conducted by the region's local entities including the county commissions, LACMTA's System Preservation Needs Assessment Study is one example. Additional data is collected from the Assembly of Statistical Reports published annually by Caltrans, and the California State Controller's Reports.

- **Transit Operation and Maintenance** – SCAG reviews operation and maintenance data from the most recent short range transit plans (and strategic plans or long range plans as may be available) for the major transit operators in the region including the following: Omnitrans (San Bernardino County), Riverside Transit Agency and Sunline Transit (Riverside County), South Coast Area Transit (Ventura County), LACMTA (for all LA County operators), and OCTA (Orange County). Data on Imperial County transit programs are collected from Imperial County Public Works. Additionally, annual budgets as well as strategic plans are reviewed for the Southern California Regional Rail Authority—the Region's commuter rail system.

  Costs/Needs analysis for transit operation and maintenance include fixed route services (bus, urban rail, light rail and commuter rail), community shuttle services, paratransit and dial-a-ride services. In addition to operations and maintenance, the SCAG region's transit cost assessments reflected in the 2004 RTP and programmed in the 2006 RTIP, incorporate replacement and rehabilitation needs of transit vehicles for both existing and near-term expansion services. Despite the fiscal challenges in recent years, transit operators in the SCAG region have been able to adequately expand their capital facilities/services while meeting current operations and maintenance functions.

III. Addressing the Gaps

This section addresses "gaps" that is, where the current RTIP is not in compliance with SAFETEA-LU. This section is organized to coincide with the FHWA Gap Analysis matrix in Appendix A and is summarized as follows:

1. FOUR-YEAR PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III included a six-year program.

It is important to note, that the 2006 RTIP released for public review in June 2006 and ultimately approved by the federal agencies, identified programming amounts for each of the six years (2006/07-2011/12) where applicable. Per SAFETEA-LU requirements the report was updated to reflect grand totals for the first four years with a combined total for the last two years.

Original RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	*2006/07*	*2007/08*	*2008/09*	*2009/10-2011/12*	PROJECT TOTAL
	06/07										
	07/08										
	08/09										
	09/10										
	10/11										
	11/12										

SAFETEA-LU RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	*2006/07*	*2007/08*	*2008/09*	*2009/10*	*2010/11 2011/12*	PROJECT TOTAL
	06/07											
	07/08											
	08/09											
	09/10											
	10/11											
	11/12											

2. FINANCIAL PLAN

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs. Volume II, Section IV of the 2006 RTIP

demonstrated that the financial constraint requirements for the financial plan were met. An electronic copy of the discussion showing how these federal requirements were met can be found on the World Wide Web at http://scag.ca.gov/rtip/final06/final_RTIP_vol2of3_Sec04_jul06.pdf. Appendix C lists the most current SCAG Regional Financial Summary for the 2006 RTIP.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed" [23 CFR 450.324 (e)].

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first four years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first four years of the RTIP do not exceed expected revenues for the first four years of the RTIP.

Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG received resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

SCAG is also responsible for making the following determinations:

- The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.

- The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG's 2006 RTIP utilizes the 2006 State Transportation Improvement Program (STIP), approved by the California Transportation Commission on April 27, 2006. The 2006 RTIP reflects the passage of the federal surface transportation reauthorization bill, SAFETEA-LU. Programming levels for the

Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based on the estimated distribution of funds provided by Caltrans to Metropolitan Planning Organizations. For the 2006 RTIP, revenues and programming estimates are expressed in year of expenditure dollars—consistent with the 2006 STIP.

In addition to federal and/or state funded projects, the 2006 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

Additionally, SCAG's 2006 RTIP relies on the financial forecasting model developed for the region's 2004 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2004 RTP set the framework for the 2006 RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint. The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU.

3. VISUALIZATION TECHNIQUES

Since the 2006 RTIP was adopted and made available on the SCAG web site the Geographic Information System (GIS) were utilized to digitize all RTIP modeled projects in the region. These projects are linked to the adopted project list which allows interested parties to click on a project and view the project ID and project description. This GIS mapping tool is available on the World Wide Web http://mapper.scag.ca.gov/imf/sites/rtip/jsp/launch.jsp. SCAG will continue to improve and actively pursue the latest technology in order to enhance and further incorporate visualization techniques in all future RTIP's.

4. HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program under SAFETEA-LU (23 USC 148) requires each state to develop and implement a Strategic Highway Safety Plan by October 1, 2007. The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The Strategic Highway Safety Plan is required to identify and analyze highway safety problems and opportunities, produce a program of projects or strategies to reduce identified safety problems, be evaluated on a regular basis with annual reports submitted to the Secretary.

California Strategic Highway Safety Plan (SHSP)

The California SHSP was released in September 2006 as the map to guide the future of roadway safety for California. The California SHSP goal for California is to reduce roadway fatalities to less than one roadway fatality per 100 million vehicle miles (VMT). Roadway fatalities in 2004 equaled 1.25 fatalities per 100 VMT.

The SHSP is the result of a statewide collaborative effort that involved more than 190 active participants from 80 California public and private stakeholder groups including SCAG.

As part of the SHSP development process, SCAG provided guidance and input in the development of the SHSP and the 16 Challenge Areas identified in the Plan to better address California's specific needs. SCAG staff is currently participating on half of the 16 Challenge Area steering committees that will help develop the SHS Implementation Plan, the Challenge Area Action Plans, and the proposed methodologies for evaluating the Actions Plans.

SCAG staff involvement in the development and implementation of the California SHSP will ensure that SCAG planning documents, including the Regional Transportation Improvement Program (RTIP), will be consistent with the Highway Safety Improvement Program provisions under SAFETEA-LU. SCAG will work with the county transportation commissions and IVAG to incorporate SHSP implementation strategies as part of the 2008 RTIP development and programming process.

Currently, the 2006 RTIP addresses the Strategic Highway Safety Plan (SHSP) in several ways.

First, the RTIP has programmed State Highway Operations Protection Program (SHOPP) funded projects. SHOPP projects maintain and enhance the safety of motorists on California highways. Some examples of SHOPP funded projects that address the goals of the SHSP include pavement and shoulder widening projects, construction of traffic calming features, and the elimination of roadside obstacles.

Second, Safe Routes to Schools (SR2S) projects are also programmed in the RTIP. SR2S projects improve pedestrian safety to schools which is another important goal of the SHSP.

Third, the inclusion of projects in the RTIP funded by the Hazard Elimination Safety Program (HES), a federal safety program that provides funds for safety improvements on all public roads and highways, is another example of how

the RTIP addresses the goals of the SHSP. HES funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fourth, the RTIP also includes projects that are funded by the Railway-Highway Crossing Safety Program (Section 130). These funds are used for projects that enhance and improve safety for motorists, pedestrians, and rail passengers on railway-highway crossings.

Finally, the RTIP addresses the SHSP through the programming of bike projects. The bike projects that are programmed help complete the gaps in bicycle lane routes throughout California. The addition of these "bike only" projects to complete gaps means that fewer bicyclists will share the road with automobiles which will improve safety for bicyclists. In summary, the 2006 RTIP programs projects that address the SHSP. Future RTIPs will continue to address the goals of the SHSP.

5. PUBLIC PARTICIPATION PLAN

SCAG is in the process of developing a Public Participation Plan. A draft of this plan was presented to SCAG's Transportation and Communications Committee (TCC) in October 2006 and released for public review and comments. A copy of the Public Participation Plan is included in this document as Appendix C. SCAG's Regional Council will be asked to adopt this plan at their March 1, 2007 meeting.

6. PUBLIC TRANSIT ELEMENT

The SCAG region is working in consultation with the County Transportation Commissions on the Public Transit Element for FTA 5316 and FTA 5317 funds. MTA, VCTC, and OCTA have requested to be the designated recipient for their urbanized areas and are currently developing a Public Transit-Human Services Transportation Plan. SCAG remains the designated recipient for San Bernardino and Riverside Counties. SANBAG and RCTC are also developing a Public Transit-Human Services Transportation Plan in consultation with SCAG.

IV. Reaffirmation of the Valid Portions of the 2006 RTIP

1. TRANSPORTATION CONFORMITY

There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public review. Consequently, this document

reaffirms the validity of conformity on the 2006 RTIP made by FHWA/FTA on October 2, 2006.

2. FISCAL CONSTRAINT

This administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP.

Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

V. Conclusion

In conclusion, this 'administrative amendment' demonstrates compliance with the planning requirements of the SAFETEA-LU legislation by addressing the following components of the 2006 RTIP; programming document, financial constraint, enhanced visualization techniques, public participation plan, State Highway Safety Plan and Public Transit Element.

Therefore, a SAFETEA-LU compliant Regional Transportation Improvement Program will be in place in the SCAG region upon adoption of this document by SCAG's Regional Council and subsequent certification by FHWA/FTA. This will allow SCAG to continue moving forward with future amendments to the 2006 RTIP beyond July 1, 2007.

In preparing this document staff reviewed and analyzed the SAFETEA-LU bill as well as all pertinent directives, interim guidance as well as proposed new rules issued by FHWA/FTA. In particular, this document follows and addresses the new requirements identified in a Gap Matrix made available in April of this year by FHWA attached here as Appendix A.

Section II of this document describes how and where some of the new requirements were already met in the 2006 RTIP. Section III addresses all the new and/or expanded requirements that were not fully met.

It is important to note that this administrative amendment does not change the projects defined in the 2006 SCAG RTIP and therefore does not, in any way, change the finance plan to deliver these projects. This document also does not change the conformity findings of the 2006 RTIP.

Therefore, SCAG urges FHWA/FTA to find this administrative amendment to be satisfactory and adequate in meeting the planning requirements of SAFETEA-LU, thereby, deeming the 2006 RTIP to be compliant with SAFETEA-LU. SCAG will work closely with FHWA/FTA in addressing any questions or concerns that may arise to ensure timely certification of this amendment.

APPENDICES

APPENDIX A: FHWA Gap Analysis Matrix

SAFETEA-LU Transportation Planning and Programming Requirements (as amended by SAFETEA-LU Sections 3005, 3006, and 6001)

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
UPDATE CYCLES ▪ TIPs and STIPs [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(D) and 23 U.S.C. 135/49 U.S.C. 5304(g)(1)]	Transportation Improvement Program (TIP) ♦ To be updated every four years (as opposed to the former requirement of every two years). ♦ Span of TIP increased from 3 to 4 years	• Develop an approvable TIP with projects/project phases covering four years.
	Statewide Transportation Improvement Program (STIP) ♦ To be updated every four years or more frequent if Governor so elects (as opposed to the former requirement of every two years). ♦ Span of STIP increased from 3 to 4 years	• Develop an approvable STIP with projects/project phases covering four years.
ANNUAL LISTING OF PROJECTS [23 U.S.C. 134/49 U.S.C. 5303(j)(7)(B) and 23 U.S.C. 135/49 U.S.C. 5304(g)(4)(B)]	♦ New project element to be specifically included (pedestrian walkways and bicycle transportation facilities).	• MPO (with State(s) and public transportation operator(s)) should review existing process for developing the Annual Listing. • Publish list identifying all bicycle/pedestrian projects for which Federal funds were obligated in the preceding program year.
	♦ Added requirement for cooperative development by MPO partners (i.e., State and public transportation operators).	

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS [23 U.S.C. 134/49 U.S.C. 5303(h)(1) and 23 U.S.C. 135/49 U.S.C. 5304(d)(1)]	♦ Added a new stand-alone factor "increase the safety of the transportation system for motorized and non-motorized users."	• Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).
FISCAL CONSTRAINT [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1)(C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]	♦ No significant changes in SAFETEA-LU.	• Review and reaffirm fiscal constraint of transportation plans and programs as they are updated or amended. • Confirm revenues and costs related to system operations and maintenance activities covered in transportation plans and programs. *Refer to the FHWA/FTA Interim Guidance on Fiscal Constraint of Transportation Plans and Programs (http://www.fhwa.dot.gov/planning/fcindex.htm or www.fta.dot.gov → Grant Programs → Transportation Planning & Environment → Statewide & Metropolitan Planning)*

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
CONSULTATION AND COOPERATION ▪ Transportation Plans [23 U.S.C. 134/49 U.S.C. 5303(g) and (i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)] ▪ TIP and STIP [23 U.S.C 134/49 U.S.C. 5303(j)(1)(C) and 23 U.S.C. 135/49 U.S.C. 5304(g)(2)] ▪ Land Use Management and other Resource Agencies [23 U.S.C. 134/49 U.S.C. 5303(i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)(D)]	♦ Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. ♦ MPOs and State DOTs shall consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans.	• Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change]. • Compare transportation plans with available conservation plans and maps and/or compare with available inventories of historic or natural resources.
AIR QUALITY[1] CONFORMITY [23 U.S.C. 134(i)(3)]	♦ Requirement to determine conformity is now every four years (instead of every three years). ♦ Allowance of a 1 year "grace period" before conformity lapse (in certain instances)	

[1] *Section 6011 of SAFETEA-LU contained other transportation conformity provisions. USDOT and USEPA issued joint "Interim Guidance for Implementing the Transportation Conformity Provisions in the SAFETEA-LU" on February 14, 2006. The Interim guidance is available at: http://www.fhwa.dot.gov/environment/conformity/sec6011guidmemo.htm*

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
PUBLIC TRANSIT ELEMENT	♦ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317).	• Entity responsible for developing the Coordinated Public Transit-Human Services Transportation Plan is not defined in SAFETEA-LU. • Solicitation for projects from plan to be done in cooperation with MPO

APPENDIX A: FHWA Gap Analysis Matrix

INTERESTED PARTIES AND PARTICIPATION [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)]	♦ Definition of "interested parties" to be engaged in statewide and metropolitan transportation planning has been expanded. ♦ Participation Plan (required for MPOs) - Shall be developed in consultation with "interested parties." - Publish or make available for public view transportation plans, STIPs and TIPs. - Hold public meetings at convenient and accessible times and locations. ♦ Publication of statewide and metropolitan transportation plans, and TIP… to the maximum extent practicable. - Make information available in electronically accessible formats (e.g., world wide web). ♦ Employ visualization techniques to depict statewide and metropolitan transportation plans.	• State DOTs and MPOs should review current public involvement plan/procedures and make necessary changes to reflect SAFETEA-LU provisions. • Confirm that stakeholders, interest groups, general public had/have opportunity to comment on public involvement plans and transportation plans/programs. • Where not apparent, give groups/general public opportunity to review/comment; update or amend participation plan, as needed. • To maximum extent practicable, statewide and metropolitan transportation plans and programs (with the exception of the STIP) shall be available in electronic formats (e.g., on a website). • Refer to FHWA Scenario Planning website or Land Use/Transportation Tool Kit (add web links) for examples of visualization techniques.

Appendix B

2006 DRAFT PUBLIC PARTICIPATION PLAN

Southern California Association of Governments (SCAG)

Public Participation Plan

March 1, 2007

"Never doubt that a small group of thoughtful, concerned citizens can change the world. Indeed, it is the only thing that ever has." *Margaret Mead*

Purpose of SCAG's Public Participation Plan

The awareness and involvement of interested persons in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan ("Plan") serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs.

Introduction

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), pursuant to the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005).

The participation procedures incorporated into this Plan are intended to afford interested parties a specific opportunity to comment on the Plan prior to its approval. The Plan contains an expanded list of Interested Parties, including governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under 23 U.S.C. 204.

In addition to developing and carrying out a Plan, SCAG is required to consult with State, local, and Tribal Governments in development of its RTPs and TIPs. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG's RTP and TIP (including, as appropriate, State & local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

As part of developing other plans and programs for which SCAG is responsible, SCAG carries out additional participation activities, including but not limited to: collaboration with transportation partners in development of the SCAG Overall Work Program, pursuant to 23 C.F.R. 450.314 and State guidance; scoping meetings and public review of the Draft Program EIR (PEIR) for the RTP, as required by applicable California Environmental Quality Act (CEQA) Guidelines, 14 C.C.R. Ch. 3, Art. 7; and, public participation in the development of a methodology for the Regional Housing Needs Allocation Plan, pursuant to Govt. Code Section 65584.04(c).

This Plan is intended to guide the participation process and to coordinate the process with SCAG's consultation activities and other responsibilities.

Public Participation Plan Requirements

SCAG's Public Participation Plan must comply with the following requirements provided under 23 U.S.C. 134, subsections (i)(5), and (j)(1)(B) which are summarized as follows:

1. SCAG shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the RTP.

2. The participation plan shall be developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

3. In carrying out the participation process, SCAG must, to the maximum extent practicable--
   (i) hold any public meetings at convenient and accessible locations and times;
   (ii) employ visualization techniques to describe plans; and
   (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate, to afford reasonable opportunity for consideration of public information under paragraph 1 above.

4. The RTP shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

5. In developing the TIP and before approving the TIP, SCAG in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with the same requirements described above.

The Public Participation Plan further incorporates the requirements proposed under Federal guidance implementing SAFETEA-LU (71 FR 33521; June 9, 2006), summarized as follows:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
2. Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
3. Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in non-attainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));
4. Demonstrate explicit consideration and response to public input received during the planning and program development processes;
5. Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
6. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;
7. The Public Participation Plan shall be periodically reviewed by SCAG in terms of its effectiveness in assuring that the process provides full and open access to all;
8. Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

9. When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.
10. Require a minimum public comment period of 45 days before the initial or revised Public Participation Plan is adopted by SCAG;

Consultation Requirements

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate:

1) Comparison of transportation plans with State conservation plans or maps, if available; or

2) Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(4).

Furthermore, under the metropolitan planning process, RTPs and TIPs must be developed with due consideration of other related activities within the region, and the process must provide for the design and delivery of transportation services within the region that are provided by:

1) Recipients of assistance under Chapter 53 of Title 49 U.S.C.
2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide non-emergency transportation services; and
3) Recipients of assistance under 23 U.S.C Section 204.

See 49 U.S.C Section 5303.

Consultation requirements are accomplished primarily through our policy committees and task force structure. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific task forces that are on-going as well as some that are created for a specific purpose and specific time frame. All of these task forces forward their recommendations to policy committees. Examples of these task forces include: Transportation Finance Task Force, Aviation Task Force, Goods Movement Task Force, Regional Transit Task Force, and the Plans and Programs Technical Advisory Committee. Membership on these task forces and working groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to

SCAG's planning processes through these task forces. SCAG proposes to expand the membership of some of these task forces to ensure inclusion of the broader stakeholders and interest groups identified in SAFETEA-LU.

In addition, SCAG conducts several workshops prior to releasing the Draft RTP involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to "get the word out" and solicit input on the content as well as the planning and programming process from the local stakeholders.

SCAG mails out a Notice of Draft RTP and RTIP Availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and RTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG will continue to engage Tribal Governments in the RTP and RTIP processes through Tribal Government representation on SCAG's governing board and policy committees, and through the Tribal Governments Relations Task Force.

Bottom-Up Planning and Interagency Consultation

An expanded 70-member Regional Council and the fostering of 14 subregional organizations were initiated by the former Executive Committee in 1992. These forums, coupled with three policy committees and 20 standing committees and technical advisory committees, and the "AB 1246 process" (required under Public Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the four commissions, the agency, and the Department of Transportation for the following purposes:

(a) To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
(b) To review and discuss the regional transportation plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
(c) To consider progress in the development of a regionwide and unified public transit system.
(d) To review and discuss any other matter of mutual concern.

The Regional Transportation Agencies Coalition is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP, RTIP, RTP and TIP amendments and the region's air quality management plans.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, SCAG, and County Transportation Commissions.

Interested Parties

To ensure compliance with SAFETEA-LU requirements and other federal and state mandates, SCAG intends to target the following participants in the region:

- citizens
- affected public agencies
- representatives of transportation agency employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transit
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled

- Tribal Governments
- transit operators
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C .
- and other interested parties (e.g. subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, private sector)

The following goals and procedures are designed to encourage participation and provide opportunities to comment on the development and approval of SCAG's RTPs, RTIPs, the Regional Comprehensive Plan, (In addition to this Plan, SCAG adheres to the public process required by CEQA for our PEIR and related environmental review documents.) and other products prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

Public Participation Plan Goals

The five primary goals of SCAG's Public Participation Plan include:

Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.

Goal 2: Provide full public access and information to key decisions in the regional transportation planning process.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

Goal 5: Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.

Public Participation Plan Procedures in Obtaining Goals

Goal 1: **Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.**

- SCAG's participation program will include public outreach and communications for all major plans and programs. This includes establishing procedures and responsibilities for (1) informing,

involving and incorporating public opinion into the planning process, (2) consultative involvement of designated agencies (i.e., federal, state and local agencies, county transportation commissions and air quality management/pollution control districts) on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity, (3) designating lead staff persons who are knowledgeable about the entire planning process to be responsible for the participation program, and (4) providing adequate funds and staff resources to implement the participation program.

- Stress the requirement to encourage, assess and provide for public participation to staff, consultants, stakeholder

  organizations and others as well as stress the importance of an inclusionary process and dialogue and encourage staff to regard citizens, subregional organizations and agencies as working partners.

- Interact and seek input from a broad spectrum of interested stakeholders through various task forces and working groups that meet on a regular, on-going basis to review, discuss, and provide feedback on various SCAG initiatives, plans and programs.

- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.

- Encourage proponents and opponents to participate in the regional planning process and acknowledge the value of their input.

- Update and maintain the contact databases and audience categories within the Communication and Management System (CMS). Expand current list categories to include the additional list of parties outlined in SAFETEA-LU. These contact databases should be reviewed and updated at least twice per year and on an on-going basis as individual changes occur.

- Provide outreach to citizens, groups, agencies and subregional organizations and inform them of how their involvement has affected the plan.

- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected

officials to conduct presentations, hold briefings, workshops, hearings, during the year to diverse groups and organizations throughout the region.

- Conduct hands-on, interactive workshops such as the Compass workshops, to encourage community involvement and participation and obtain feedback from local residents, regional stakeholders and local governments (planners, demographers, and elected officials).

- Provide outreach assistance, including to under-represented areas, using Member Relations Officers who are geographically focused and knowledgeable on the issues of the subregion.

- Train staff in effective communication and public relations skills by providing clear, consistent and concise primary messages for media and public involvement and interaction.

- Complete target group and media mailing lists for targeted audiences and determine the best methods for distributing information: speaker's bureau, fact sheets, brochures, flyers, white papers, plan summaries, newsletters, PowerPoint presentations, press releases, public service announcements, press advisories, press conferences, telephone and personal interviews.

- Develop memoranda of understanding or agreements with appropriate agencies, as needed.

- Participate in regular monthly meetings with the CEOs of the county transportation commissions.

Goal 2: **Provide full public access and information to key decisions in the regional transportation planning process.**

- Utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide publications. Ensure that the information available is easy-to-read and accessible and that the web site is compliant with the 1990 Americans with Disabilities Act.

- Post public notices of the draft product in at least one major newspaper in each of the six member counties and include community newspapers and ethnic press.

- Follow-up on public notices to increase participation. Assign staff to look out for non-participating public interests.

- Conduct at least one public hearing for the draft RTP, TIP and EIR and other major plans as needed. Announce public hearings in printed materials, on SCAG's web site, and in local newspapers. Provide translation services at these hearings, if needed.

- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.

- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.

- Keep interested parties informed with progress reports during the product development, review and adoption phases.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

- SCAG, together with its subregional partners and other stakeholder organizations, will notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.

- Make electronically accessible to the public, all draft and final plans, fact sheets, publications such as *Your Guide to SCAG*, the *Benefits of Membership*, *Member Handbook* and the *Legislative Reference Guide*, the Overall Work Program, the eVision newsletter, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information, and a calendar of upcoming events on SCAG's web site at www.scag.ca.gov. Encourage public involvement on the web site. Ensure that the information provided is timely, accessible and easy-to-understand.

- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives

at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.

- Update annually and disseminate SCAG's citizen guide "Your Guide to SCAG" which succinctly informs the public about SCAG and the regional planning process, highlights major SCAG initiatives, cites the importance of public involvement, invites participation, and identifies key contacts.

- Provide updated information about SCAG's activities, plans, actions, upcoming events, legislative efforts, and subregional activities in the eVision electronic newsletter which is disseminated to local elected officials, legislators, subregions, commissions, air districts, other interested parties and members of the public at least eight times per year. The eVision newsletter is accessible through SCAG's web site. In addition, archival copies are readily available on the site.

- Maintain and update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older Americans, the disabled, Native Americans and students.

- Implement the media outreach strategies contained in the agency's overall Communications Strategy. This includes press releases, media advisories, calendar advisories, media interviews on television and radio talk shows and public affairs programs, public notices, op-ed articles in local newspapers, editorial board meetings, development of consistent media messages on major SCAG initiatives, and outreach to ethnic and foreign language press.

- Develop printed materials, fact sheets, brochures, summaries, fliers, pocket guides, promotional literature, PowerPoint presentations, relating to SCAG and SCAG's initiatives and other publications for general population distribution in concise, understandable, non-technical language.

- Maintain an updated calendar of events on SCAG's web site, accessible 24 hours a day, 7 days a week.

- Translate the most significant web site information and printed materials into other languages when needed and contingent upon

resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other media communications. Maintain and update ethnic press contacts in the media contact database.

- Disseminate the *Challenges Facing Southern California* brochure at meetings, conferences, through mailings, and in SCAG's lobby area which highlights SCAG's major initiatives, invites participation within the community, solicits feedback and encourages citizens to "Get Informed and Get Involved."

- Make presentations on various SCAG initiatives throughout the region to citizens, community groups, environmental groups, business organizations, minorities, faith-based organizations, subregions, other stakeholders, and other interested parties. Staff throughout the organization, along with Regional Council members, will conduct the presentations. Determine the appropriate staff and agency representatives to speak on policy, technical and media issues. Staff will proactively encourage presentations be included on various meeting agendas.

- Prepare technical and non-technical PowerPoint presentations for workshop, conference, hearings and other meeting use to showcase SCAG and SCAG's initiatives and simplify the regional planning process. Ensure that the presentations are easy-to-understand, interesting, and invites participation and involvement. Utilize graphics and animation to make the presentations more interesting and inviting. Tailor presentations to the audience by including subregional statistics and addressing primary areas of audience concern. Enhancements to the presentations should be based on community input and speaker feedback. Maintain a library of all PowerPoint presentations created. Post relevant PowerPoint presentations on SCAG's web site for public access.

- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.

- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning

initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.

- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Goal 4: **Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.**

- SCAG will review and consider all public comments in the regional transportation planning process. Comments will be recorded, tracked and maintained through the Communication Management Software System (CMS). The system will provide a list of all comments received, the name of the commenter, the comment date, the topic, the comment message, and SCAG's response to the comment. All comments received will be responded to in a timely manner.

- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Goal 5: **Enhance the participation process including seeking out and considering the needs of traditionally underrepresented and/or underserved persons. Ensure that minority and low-income persons have meaningful access to the public outreach and involvement activities.**

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.

- Choose an event site and time convenient for participants. All events should be fully accessible to all citizens, including disabled, low-income and minority communities. Encourage the participation of elected officials at events and hearings.

- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.

- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.

- Evaluate public participation efforts at the end of each phase of the planning process so that necessary modifications can be made for subsequent phases. Provide recommended strategies to enhance the outreach program and better serve the underrepresented segments of the region.

- Annually update the agency's overall Communications Strategy and seek Regional Council approval of the plan and recommended strategies.

- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).

- Maintain an outreach calendar of presentations, workshops and hearings which will enable staff to map presentations to determine geographically where we've been, the type of audience and the topic thus enhancing our ability to strengthen outreach to underrepresented areas. The goal is to average at least 15 presentations per month.

- Consider budgeting for occasional public opinion surveys of community interests and needs to determine public opinion on regional issues.

- Consider budgeting for surveys of demonstration project participants (such as Compass Blueprint) to provide better, more efficient services.

- Assess how effective the agency's communication strategies have been in impacting public policy. Consider conducting surveys of members, partners, stakeholders early in the planning process and again later to determine the affect of the communication effort.

"The better the citizenry as a whole are educated, the wider and more sensible public participation, debate and social mobility will be."
John Ralston Saul

PC Docs #119724 v7

Appendix C:

SCAG Regional Financial Summary

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Revenue versus Programmed	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A Program)	$13,306	$46,093	$16,149	$118,395	$193,943
STIP	$24,165	$1,380	$27,398	$2,164	$55,107
Local Assistance					
Congestion Mitigation and Air Quality	$39,606	$52,035	$93,800	$187,286	$372,727
Regional Surface Transportation Program	$10,412	$48,887	$62,214	$192,799	$315,368
Highway Bridge Replacement and Rehabilitation Program	$288	$0	$863	$19,868	$21,019
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$0	$0	$0	$0	$0
Other Federal Highway Programs					
Federal Lands Highway Program	$0	$0	$0	$0	$0
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$250	$0	$0	$0	$250
Recreational Trails	$0	$0	$0	$0	$0
Transportation and Community and System Preservation Pilot Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$80,734	$15,050	$30,058	$0	$125,842
Emergency Relief Program	$0	$0	$0	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$500	$3,876	$0	$0	$4,376
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$13,062	$5,777	$39	$0	$18,878
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$0	$0	$0	$0	$0
5309(b) - New Starts	$0	$0	$0	$0	$0
5309(c) - Bus Allocation	$6,430	$2,050	$2,000	$0	$10,480
5310 - Elderly & Persons with Disabilities Formula Program	$300	$950	$950	$0	$2,200
5311 - Nonurbanized Area Formula Program	$951	$1,314	$2,204	$0	$4,469
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program	$3,207	$17,271	$0	$14	$20,492
Other (State Transit Assistance;University; AB2766; PUC; STAL)	$3,445	$14,848	$13,848	$0	$32,141
Local Funds	$1,917,778	$1,806,730	$2,500,131	$27,175	$6,251,814
Total Revenue versus Programmed	**$2,114,434**	**$2,016,261**	**$2,749,654**	**$547,701**	**$7,429,106**

*STIP-RIP funds include funds from 2006/07 ROW Allocation Plan and Status of Unallocated FY 2005/06 Projects

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	$675,877	$673,972	$672,149	$648,828	$2,670,826
STIP	$525,803	$804,662	$804,721	$212,451	$2,347,637
STIP-RIP	$400,475	$722,222	$632,326	$101,417	$1,856,440
2006/07 ROW Allocation Plan	$523	$0	$0	$0	$523
Status of Unallocated FY 2005/06 Projects	$6,988	$0	$0	$0	$6,988
STIP-RIP - prior commitments	$652	$166	$0	$0	$818
STIP-IIP	$55,199	$20,284	$116,253	$68,443	$260,179
STIP-IIP - TE	$817	$12,793	$4,505	$4,850	$22,965
STIP-RIP - TE	$31,420	$22,597	$25,037	$11,082	$90,136
Local Assistance					
Congestion Mitigation and Air Quality	$200,936	$200,488	$156,795	$60,012	$618,231
Regional Surface Transportation Program	$187,665	$168,377	$158,891	$28,305	$543,238
Highway Bridge Replacement and Rehabilitation Program	$94,729	$58,480	$114,217	$99,669	$367,095
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$2,500	$4,100	$0	$0	$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	$19,594	$3,368	$0	$0	$22,962
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$500	$0	$0	$1,800	$2,300
Recreational Trails	$1,300	$210	$0	$0	$1,510
Transportation and Community and System Preservation Pilot Program	$5,014	$36	$0	$0	$5,050
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$1,441	$60	$0	$0	$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$278,732	$209,810	$305,036	$173,630	$962,708
Emergency Relief Program	$900	$900	$900	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$71,085	$12,594	$2,227	$62	$85,968
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$421,568	$298,810	$282,790	$222,989	$1,226,157
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$89,232	$55,110	$52,906	$45,100	$242,348
5309(b) - New Starts	$114,175	$91,267	$91,396	$73,900	$370,738
5309(c) - Bus Allocation	$63,017	$30,422	$29,440	$57	$122,936
5310 - Elderly & Persons with Disabilities Formula Program	$4,572	$822	$400	$0	$5,794
5311 - Nonurbanized Area Formula Program	$2,432	$1,581	$791	$340	$5,144
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$14,620	$8,929	$9,383	$1,939	$34,871
5317 - New Freedom Program	$6,407	$4,029	$4,228	$912	$15,576
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program	$195,192	$160,496	$120,426	$160,960	$637,074
ST-SPR Partnership Planning	$232	$0	$0	$0	$232
Other (State Transit Assistance;University; AB2766; PUC; STAL)	$38,255	$6,963	$2,313	$215	$47,746
Local Funds	$2,451,804	$2,425,524	$1,703,205	$1,517,039	$8,093,716
TDA	$413,733	$844,460	$386,261	$230,676	$2,057,626
Sales Tax Measure	$368,375	$322,918	$300,037	$327,884	$1,319,214
Other (Misc. Local funds))	$1,512,693	$1,258,146	$1,016,907	$958,479	$4,746,225
Total Programmed	**$5,493,075**	**$5,222,908**	**$4,514,112**	**$3,248,208**	**$18,443,915**

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Revenue	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A program)	$689,183	$720,065	$688,298	$767,223	$2,864,769
STIP (per CTC Green Book and CTC Resolution) (sum of all STIP below)	**$549,968**	**$806,042**	**$832,119**	**$214,615**	**$2,402,744**
STIP-RIP	$370,872	$723,602	$659,724	$104,334	$1,852,960
2006/07 ROW Allocation Plan	$27,599	$0	$0	$0	$27,599
Status of Unallocated FY 2005/06 Projects		$0	$0	$0	$11,541
STIP-RIP - prior commitments	$30,405	$166	$0	$0	$31,203
STIP-IIP	$60,202	$20,284	$116,253	$56,660	$252,579
STIP-IIP - TE	$817	$12,793	$4,505	$1,345	$19,460
STIP-RIP - TE	$21,931	$22,597	$25,037	$25,617	$95,182
Local Assistance					
Congestion Mitigation and Air Quality	$240,542	$252,523	$250,595	$247,298	$990,958
Regional Surface Transportation Program	$198,077	$217,264	$221,105	$221,104	$857,550
Highway Bridge Replacement and Rehabilitation Program (per 3/23/06 Caltrans list for Lump sum & line item listings)	$95,017	$58,480	$115,080	$119,537	$388,114
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$2,500	$4,100	$0	$0	$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	$19,594	$3,368	$0	$0	$22,962
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$750	$0	$0	$1,800	$2,550
Recreational Trails	$1,300	$210	$0	$0	$1,510
Transportation and Community and System Preservation Pilot Program	$5,014	$36	$0	$0	$5,050
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$1,441	$60	$0	$0	$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$360,366	$224,120	$330,434	$173,630	$1,088,550
SAFETEA-LU ($165,302,890)	$0	$0	$0	$0	$0
	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$72,540	$16,470	$2,227	$62	$90,344
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$434,630	$304,587	$282,829	$222,989	$1,245,035
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$89,232	$55,110	$52,906	$45,100	$242,348
5309(b) - New Starts	$114,175	$91,267	$91,396	$73,900	$370,738
5309(c) - Bus Allocation	$69,447	$32,472	$31,440	$57	$133,416
5310 - Elderly & Persons with Disabilities Formula Program	$4,872	$1,772	$1,350	$0	$7,994
5311 - Nonurbanized Area Formula Program (per Caltrans/SAFETEA-LU Sheet estimated apport.)	$3,383	$2,895	$2,995	$340	$9,613
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$14,620	$8,929	$9,383	$1,939	$34,871
5317 - New Freedom Program	$6,407	$4,029	$4,228	$912	$15,576
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program (per Draft June 6 CTC TCRP Allocation Plan)	$198,399	$177,767	$120,426	$160,974	$657,566
Other (Describe)	$41,700	$21,811	$16,161	$215	$79,887
Local Funds	$4,369,582	$4,232,254	$4,203,336	$1,544,214	$14,349,386
TDA	$768,854	$777,084	$817,324	$295,679	$2,658,941
Local Sales Tax	$1,753,933	$1,835,186	$1,931,495	$398,219	$5,918,833
Other (Misc. Local funds)	$1,872,288	$1,619,984	$1,454,517	$850,316	$5,797,105
Total Revenue	**$7,607,277**	**$7,237,529**	**$7,258,206**	**$3,795,909**	**$25,898,921**

Appendix D:

Adopting Resolution

(placeholder)

Appendix E:

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.

Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.

Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.332
"If the State or transit operator wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP"

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.

Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.

Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.