REPORT

DATE: April 23, 2004

TO: Administration Committee/Regional Council

FROM: Janet Henderson, Acting Lead Regional Planner
(213) 236-1928, henderso@scag.ca.gov

SUBJECT: Fiscal Year 2004-05 Overall Work Program

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve Resolution #04-452-1 supporting the Final Fiscal Year (FY) 2004-05 Overall Work Program and Budget and submit to Caltrans and other funding agencies as necessary for approval.

BACKGROUND:

The OWP contains several sources of revenue. The major source is the Consolidated Planning Grant (CPG) which is the primary revenue used to meet SCAG's MPO requirements and address the Federal Planning Emphasis Areas (PEA's) of Federal and State Departments of Transportation. There are other significant grants included (e.g. Federal Railroad Administration for Maglev and Federal Aviation Administration for aviation planning).

The Fiscal Year 2004-05 Overall Work Program (OWP) is enclosed. The OWP includes the following information:

1. Prospectus – Informational material about SCAG required to be included in the OWP.

2. A detailed program narrative summary and fund source/line item budget for each work element.

3. A fund source summary showing the allocation of the funds by work element. (Program Revenue Table)

4. A line item budget indicating the amount for staff salaries, benefits, direct costs, consultants and subregions. (Program Expenditure Table)

5. A fund source summary showing the allocation of funds by work breakdown structure (WBS).

6. SCAG staff allocation by job classification.

7. Appendices including copies of required certifications and assurances and the FY 2004-05 OWP resolution.

Following is a more detailed discussion of the revenue and program expenditures for the FY

REPORT

2004-05 OWP.

Revenues:		**Expenditures:**	
CPG	$ 18,031,233	SCAG Operations	$17,267,160
SP&R	$ 300,000	SCAG Consultants	$ 1,378,000
5313B (pass through)	$ 826,036	SCAG Non-CPG*	$ 8,559,409
Federal Other	$ 7,487,284	Subregions	$ 897,056
State Other	$ 158,060	Subregion Consultants	$ 487,999
TDA	$ 663,555	Other Direct Costs	$ 361,640
Cash Match	$ 40,270	Third Party Commitments	$ 3,103,581
Third Party Commitments	$ 3,103,581	**TOTAL**	**$32,054,845**
Local Other	$ 1,444,826		
TOTAL	**$ 32,054,845**		

** includes pass through 5313B and federal other projects*

Program

The proposed program budget is designed to accomplish the following objectives:

- To meet Federal and State transportation grant requirements for mandated products.

- To address the Federal transportation emphasis areas and planning factors.

- To address the Budget Issue Priorities established by the Regional Council (approved December 2003). Those priorities are as follows:

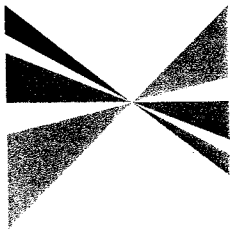
  - Transportation Financing
  - Good Movement
  - Aviation
  - Growth Visioning
  - Transportation System Performance
  - Air Quality
  - Transit System Performance
  - Transportation System Technology
  - Water Supply and Quality
  - Environmental Sustainability
  - Housing
  - Economic and Human Resource Development

The attached document will be presented at the May 6th meeting. It is being provided here as an overview of the OWP.

FISCAL IMPACT:

The OWP is the instrument that allows SCAG to manage projects and budgets. Approval of this document will continue the flow of federal planning funds for fiscal year 2004-05.

SOUTHERN CALIFORNIA



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Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

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Resolution #04-452-1

RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO APPROVE AND ADOPT THE FISCAL YEAR 2004-2005 OVERALL WORK PROGRAM (OWP)

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial;

WHEREAS, in conjunction with the Overall Work Program Agreement and Master Fund Transfer Agreement, the Overall Work Program (OWP) constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding;

WHEREAS, the OWP is the basis for SCAG's annual activities and budget;

WHEREAS, SCAG has prepared an OWP for Fiscal Year (FY) 2004-05 which was reviewed by member agencies and SCAG committees; and,

WHEREAS, 23 CFR 450.334 and 450.220 require that the designated MPO and Caltrans certify that the transportation planning process is addressing the major issues in the metropolitan area and is being conducted in accordance with all applicable requirements.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that SCAG does hereby approve and adopt the OWP for FY 2004-2005 and certifies that its planning process will be implemented through the OWP as amended, in accordance with:

1. 23 U.S.C. 134 and 135;
2. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d);
3. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
4. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) and any successor thereto, regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 26); and,
5. The Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the United States Department of Transportation implementing regulations (49 CFR 27, 37, and 38).

BE IT FURTHER RESOLVED:

1. That SCAG hereby authorizes submittal of its adopted OWP FY 2004-05 to the various participating State and Federal agencies;

2. That SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance;

3. That the SCAG Executive Director or his designee, is hereby designated and authorized to submit the OWP for FY 2004-05 and any amendments thereto, and to execute all related agreements, including but not limited to Overall Work Program Agreements, Master Fund Transfer Agreements, special grant agreements, and agreements with subrecipients, on behalf of the Regional Council, to implement purposes of this Resolution;

4. That the SCAG Executive Director or his designee, is hereby authorized to make and submit to funding agencies, the necessary work program and budget modifications to the OWP for FY 2004-05 based upon actual available funds, and to draw funds as necessary on a letter of credit or other requisition basis;

5. That the Executive Director or his designee, is hereby authorized to make administrative amendments to the OWP for FY 2004-05, such as changing work elements or correcting errata.

APPROVED AND ADOPTED by a unanimous vote of the Regional Council of the Southern California Association of Governments at a regular meeting this ____ day of _____, 2004.

_____
Ron Roberts
President, SCAG
Councilmember, City of Temecula

_____
Mark Pisano
Executive Director

Attest:

_____
Karen Tachiki
SCAG Chief Legal Counsel

SCAG
FISCAL YEAR 2004-2005
OVERALL WORK PROGRAM
DRAFT

SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

May 6, 2004

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OWP Materials

These materials were included in your packet:

- Report to Committee
- Resolution approving the FY 2004-2005 OWP
- Chart of Comments & Responses
- Final FY 2004-2005 OWP
- This presentation

OWP Public Outreach

- The draft was out for public comments from March 4 - April 2
- Discussed the OWP at agency meetings:
  - Administrative Committee
  - Regional Council
  - Subregional Coordinators
- The OWP was posted on the web
- The OWP was sent to local, state and federal agencies

Public Responses

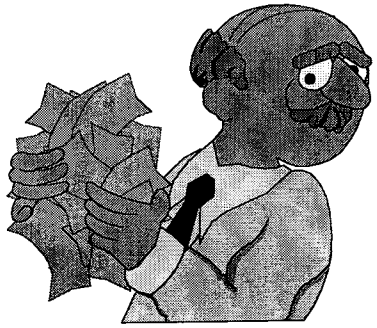
- 4 Comments letters received:
  - Caltrans
  - FHWA
  - Ventura
  - San Gabriel Valley
- 106 total comments / 97 from Caltrans
- Agencies took a close look at the document
- Positive suggestions

Public Comment Context

- corrections for minor typo's
- format issues
- clarification of project names
- subregional distribution of funds
- clarification of project scopes
- requests for funds
- technical issues
- requests for products

Intermodal Planning Group (IPG)

- April 21, 2004 meeting
- Representatives from FHWA, FTA, Caltrans District and Headquarters participated
- Comments and OWP modifications were reviewed
- Presentations on OWP projects
- Additional comments from FTA
- No comments to responses or objections from Caltrans
- FHWA "Best IPG ever"



Changes to the Final OWP

- The bottom line has changed from $31,248,348 to $32,054,845 due to additional carryover for special grants
- New work elements added based on comments
- Funding split details added at the WBS level
- Text changes to clarify information, correct typo's and provide additional information

FY 2003-04 Vs. FY 2004-05

- RTP Development
- RTP EIR
- Air Quality Conformity
- Growth Visioning
- RTIP Updates

- RTP Implementation
- Growth Visioning Next Steps
- Regional Comprehensive Plan
- RTIP
- New Issues
- Improve Technology Tools
- Improve Data & Modeling Programs

Program Revenues for Detailed Work Program

SOURCE:	AMOUNT
CPG	$18,031,233
SP&R	300,000
5313B	826,036
FEDERAL OTHER	7,487,284
STATE OTHER	158,060
	Subtotal: $26,802,613
MATCH:	
TDA	$663,555
CASH MATCH	40,270
THIRD PARTY COMMITMENTS	3,103,581
LOCAL OTHER	1,444,826
	Subtotal: $5,252,232
	GRAND TOTAL $32,054,845

FY 2004 - 2005 Work Elements

CPG	BUDGET*
System Planning	$919,148
Transportation Finance	388,474
Environmental Planning	995,565
Air Quality Planning & Conformity	1,202,455
RTIP	844,360
Regional Comprehensive Plan	706,634
Data	1,982,181
GIS	1,118,676
Growth Visioning Implementation	2,237,349

* Includes match

FY 2003 - 2004 Work Elements

CPG cont.	BUDGET*
Regional Forecasting & Policy Analysis	$1,270,678
Corridor Planning	679,264
Modeling	3,061,070
Performance & Assessment Monitoring	636,552
Public Information & Involvement	1,268,098
ITS	66,491
Security	182,184
OWP Development & Monitoring	1,535,922
Goods Movement	1,167,914
Transit	471,329
Subtotal:	**$20,734,344**

* Includes Match

FY 2004 - 2005 Work Elements cont.

5313B	BUDGET*
02-03 Transit Security Management	$7,523
Inter-Regional Rail	338,500
Partner Transit Health Services	134,850
03-04 Transit Security Management Training	56,479
Ontario International Ground Access	212,500
LADOT Training	41,000
Chino-Ontario Community Transportation	80,666
Transit Village Palmdale	57,211
02-03 Internship/Training in Transit	56,478
Subtotal:	**$985,207**

* Includes Match

FY 2004 - 2005 Work Elements cont.

OTHER FEDERAL	BUDGET*
Aviation	$2,374,081
I-15 Corridor Study (ISTEA)	625,000
MAGLEV	3,490,850
ITS	3,304,303
	Subtotal: $9,794,234

SP&R	**$375,000**

STATE	
Regional Energy Efficiency	$15,000
Bicycle & Pedestrian Safety Program	80,000
Watershed Planning	71,060
	Subtotal: $166,060

* Includes Match

GRAND TOTAL $32,054,845

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Who Will Do The Work

SCAG*	$17,267,160
SCAG CONSULTANT	1,378,000
SCAG PASS THROUGH	8,559,409
SUBREGIONS	897,056
SUBREGIONAL CONSULTANTS	487,999
OTHER DIRECT COSTS	361,640
THIRD PARTY COMMITMENTS (Match)	3,103,581
GRAND TOTAL	**$32,054,845**

** Includes CPG and other grant programs.*

SCHEDULE

✓ Approval of FY 2004-05 Priorities	December 4
✓ Project proposals due from subregions	January 5
✓ Submit draft OWP to Caltrans	February 27
✓ Regional Council releases draft	March 4
✓ 30 day review closes, all comments due	April 2
✓ Intermodal Planning Group (IPG) meeting	April 21
✓ Transmit final OWP to Caltrans (subject to RC May 6 action)	May 1 (state imposed deadline)
☐ Regional Council action on final OWP	May 6
☐ Receive approvals of FY 04-05 OWP	June
☐ FY 04-05 OWP budget begins*	July 1

** contingent on approval of the state budget*

Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
1	The Department finds that it responds appropriately to planning priorities, including the PEAs, the seven TEA-21 Planning Factors and it contains SCAG's annual certification to FHWA/FTA. The Department acknowledges SCAG's Response Update to the 2001 Federal Certification Review Findings Report of April 2, 2002.	No response necessary.
2	The Regional Prospectus in the FY 2004/05 draft OWP gives a good overview of SCAG's function as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) serving the six Southern California Counties and its responsibilities in developing the Regional Transportation Plan, the Regional Transportation Improvement Program and transportation-related portions of local air quality management plans.	No response necessary.
3	The mandated activities include development of the RTP and RTIP. The other planning activities include studies and analyses such as economic growth, growth visioning, regional housing needs assessment, corridor studies, Maglev, GIS, IGR and Watershed Management Planning. Regulatory compliance activities center around environmental and air quality requirements that are addressed in the RTP EIR, in conformity analyses and environmental justice principles and regulations.	No response necessary.
4	The document section "Planning Priorities Facing the Metropolitan Area" identifies some of the challenges facing the Region as presented in the 2003 State of the Region Report. Challenges in air quality, dramatic projected population growth, and constrained financial resources, underscores the need for continued regional cooperation.	No response necessary.
5	The document provides the public an understanding of the decision-making, interagency consultation and public involvement practices.	No response necessary.
6	The Department acknowledges SCAG's accomplishments as described in the introduction. Special recognition must be given for the recent adoption of the 2004 Regional Transportation Plan (RTP) and Final Program Environmental Impact Report (PEIR) for the 2004 RTP. Successful integration of the Land Use and Transportation Planning through the PILUT process, the Growth Visioning "scenario planning" effort along with SCAG's Communications Strategy were integral processes to the development of the preferred RTP alternative.	No response necessary.
7	The Department has made many recommendations concerning required content of the OWP work elements and funding information in previous comment letters. It is not apparent that this OWP incorporates any of those suggestions; therefore, is difficult to acknowledge any improvements in these areas.	Comments received in previous fiscal years were responded to and addressed. Changes to this years OWP include a break out of several large work elements into several smaller work elements and the inclusion of a new work element for OWP development and monitoring.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
8	The section "Detailed Work Element Descriptions" is inclusive of the necessary Work Elements (WEs) for SCAG to comply with its mandates. However, the information provided in the narrative sections of the work elements does not give a detailed discussion of the projects identified in the associated SCAG WBSs. The inclusion of narrative information at the WBS level is inconsistent. As presented there is not enough information at the WBS levels to describe a project that can be approved.	The detailed information included in each Work Element (WE) is inclusive of details for all the associated Work Breakdown Structure (WBS). The document is consistent in format. Additional information has been added at the work element level in the final document.
9	In addition, by examination of the WBSs it appears they should all be work elements. For example the System Planning work element, WBS 05-010.WSTC1 I-10 Robertson Intersection Study, could be a distinct work element. The same observation can be made of steps within the work element, for example, Step 10, Development of Regional Comprehensive Plan and Guide. The Regional Comprehensive Plan and Guide is a major planning product for the region and requires substantial resources to develop. This effort should be considered as a work element. This most likely relates to SCAG's understanding of the term "tasks". The work SCAG defines as tasks: "Work Breakdown Structures" (WBSs), are in fact discreet work elements (WEs), with tasks and products. Tasks are the steps leading to the completion of work products; such as, gather data, analyze data, develop issue papers, develop draft report. As each WBS contains tasks ("steps") and products, the OWP must be revised so that each WBS is in fact a WE and must contain all of the specific information as described in the ***2003 Regional Planning Handbook*** and the ***2004/2005 OWP Guidance.***	The FY 2004-05 OWP format is identical to the approved FY 2003-04 OWP. SCAG has created WE's by category with an overall budget. Each work element contains one or more WBS's that each contains a distinct scope and budget. The OWP as presented meets federal requirements.
10	Therefore, we recommend that all of the WBSs should be presented as discreet WEs as described in the above-referenced Guidance's and tracked as such in SCAG's Quarterly Reports and OWP amendments. We recognize that this does not address other significant OWP work element organizational deficiencies but will provide a degree of improvement sufficient to monitor work and funds.	SCAG currently provides details at the WBS level for all progress reports and amendments. We will continue to report this in the future. Caltrans and FHWA successfully monitored SCAG's progress in FY 03-04. Without further details, we can not address your concern of "other significant OWP work element organizational deficiencies".
11	As a point of clarification, particular attention should be paid to also tying and identifying both the work and match provided for/by any third party contributors.	Third party match is identified with each SCAG request for reimbursement and a match report is submitted quarterly to District 7. SCAG maintains records of agency match contributions relative to specific work elements
12	The current work element financial summary is a satisfactory method of identifying the category of funds and the application of funds to specific costs categories. However, the OWP does not contain the required funding information at the WE (WBS) level. Without this information it is impossible to determine the appropriate application of the federal funding by source but more importantly the appropriate match, particularly in the use of third party in-kind in lieu of non-federal funds. This is a critical requirement for approval of federal funds to a project within the OWP.	Currently, the breakout of funds at the WBS level is provided on the Quarterly Progress Reports. At the request of Caltrans, District 7, we have developed a new table of funding at the WBS level that will be included in the final document.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
13	The identification of carry over work is a requirement and can be improved through narrative and the inclusion of additional financial information. This will provide a better understanding of anticipated project disposition at the end of the fiscal year. Inclusion of financial information from previous WEs (WBSs) would assist in the proper identification of a project and insure the proper tracking of total funds to the overall project.	Carryover work is identified in several ways within the OWP document. First, the beginning of the document contains a chart titled *03-04 Work Element Reference.* This chart provides a cross-reference by WE and WBS number from FY 03-04 to FY 04-05. Next, in the detailed WBS, there is a reference to *03-04 Work Element Number.* All related previous years work is listed as *completed* for work that is related and last years scope was completed or *continuing* for work that began previously and is ongoing in this WBS. Because the OWP is developed for one year while work is still going on, including financial information would be very ruff estimates and lead to misunderstandings and errors. Final figures for each fiscal year are included on the progress report and the OWP is amended after fiscal close out to correct the carryover funding estimates.
14	In its present form the draft OWP is incomplete. The work program does not contain all of the required content and financial information required to obtain the Department's approval. To meet the minimum OWP requirements, substantial revision of SCAG's Draft OWP will be necessary. SCAG must assure that the WBSs in this document are developed as Work Elements. This is an achievable incremental improvement that will not require a complete reorganization of the document at this time. Please refer to the 2004/2005 MPO Guidance, Section 3, "Developing the OWP Work Element Considerations", Pages 5 and 6. and the Regional Planning Handbook (October 2003) Section 2.04b, "Work Elements", and provide all of the necessary information required in these sections of guidance.	A review of the document was conducted and additional information has been added regarding program objectives and previous accomplishments where we felt we had not provided enough detail. The OWP as presented meets federal and state requirements.
Work Elements:		
15	**Match Requirements** Work Element 05-150: Transit Security Management Training, the match required is $863, but the match provided is $683 This probably is due to a typographical error. The 6 and 8 appear to be transposed.	This has been corrected in the final document.
16	**Consistency / Clarity of Names** Some work element names are not always consistent throughout the OWP. An example is Work Element 05-285. The Table of Contents and the Work Element list the title as "Regional Aviation System Planning", while the Program Revenues / Program Expenditures summary sheets list the title as "Imperial County Airport Study".	All project names have been reviewed and corrected where necessary.
17	Work Elements 05-150 and 05-165 have the same name: Transit Security Management Training. One name should be modified to distinguish between the two work elements.	The fiscal year of award has been added to the title of all special grants.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
18	How are Work Element 05-210: Internship and Training in Transit Planning and Work 05-530: Internship and Training in Transit Planning, CSULA different from one another? Under Program Accomplishments for 05-210, is the phrase "student section" supposed to read "student selection" ?	Work element 05-210 is an approved grant from FY 02-03 and 05-530 is a new grant application to continue the same work. The title of project 05-210 has been modified to include the grant cycle year. Project 05-530 will be removed from the final document, as all applications will. The typo in 05-210 has been corrected.
19	**Work Element 05-150: Transit Security Management Training** The "agency" for Fund Source Budget does not agree with the "agency" for Funds Application in both the work element, Page 05-150-1, and the Program Revenues, Section III Part A-3 and Program Expenditures Section III Part B-3.	This has been corrected in the final document.
20	As noted above, there appears to be a typographical error of transposed numbers under "3rd Party commitments (In-Kind Services)". The required match is $863, but the listed match is only $683, leaving a match shortfall of $180.	This has been corrected.
21	**Dates** Several work elements list dates that are outside the parameters of the OWP time frame of July, 2004 to June, 2005:	All dates have been reviewed and are now within the fiscal year.
22	**Federal Applications Pending** Under Federal Applications Pending, Section IV Part B: 05-420-1, the SCAG column heading has "SCAG" listed twice, while the SCAG Consultant column is missing the word "SCAG".	All applications will be removed from the final document.
23	**Program Revenues / Program Expenditures** With regard to Work Element 05-150: Transit Security Management Training, (CSULA), the agency with the budget is listed as SCAG in Section III Part A-3, but as SCAG Consultant in Section III Part B-3. This relates to other issues previously identified for this work element.	This has been corrected.
24	**SP&R Planning – Combined Listing** In the document, in both the work elements and the Program Revenues / Program Expenditures sections, it would be helpful if SCAG would asterisk and/or provide a footnote that identifies the SPR – Partnership Planning funds separately from the SPR Discretionary funds that are both listed under the column heading of "SP&R Planning".	The FY 2004-05 OWP only contains SPR – Partnership Planning funds. The final document will have this noted.
25	**Footnotes** In the document, "Local Other" footnote L09 is identified as "co-applicant"; is this sufficient information given that the other footnotes are more specific ?	This is how the match was identified on the application. All applications will be removed from the final document.
26	**Typographical Error – Work Element Budget** Work Element 05-055: Regional Forecasting and Policy Analysis has a typographical error in the total budget amount at the top, right corner of the page. The numbers 2 and 9 are transposed; the correct total budget is $1,392,183.	This has been corrected.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
27	**05-010 System Planning** The work elements products are the Planning Program and the Schedule for the development of the Regional Transportation Plan and an Updated Project Database, it seems logical that the title of this Work Element should be revised to reflect the actual products which appear to be the implementation of the 2004 RTP and the development of the 2007 RTP not "Systems Planning".	SCAG views the development and maintenance of the Regional Transportation Plan and associated lists of projects and programs as 'System Planning' work. The introduction to this work element has been revised to give a clearer explanation of what System Planning includes.
28	**05-010 System Planning** This is a mega WE and should not be used in the SCAG OWP, it does not identify how any of the associated Work Breakdown Structures (WBS which are also in fact WEs) relate under this heading, for instance how does the 1-10 Robertson Intersection Study (05-010WSTC1) relate to the RTP more so than Growth Visioning. Growth Visioning is included in a separate mega-work element but is described as "include subregions in defining roles, expectations and responsibilities for the short and long term RTP Vision Implementation". In addition to not showing a logical flow of work within the mega work element, it is a mega budget and does not show the actual fund sources, funds types and funds applications as needed for each WBS (WE) below it, particularly the required local match for each WBS (WE).	This work element was reviewed for the draft document and several changes were made in the draft document. The draft contains separate work elements for Transportation Finance, Goods Movement and Transit all of which were a part of System Planning in FY 2003-04. We have reviewed the draft and additional revisions have been made. In the final document, Subregional Liaison has moved to 05-090 (Public Information & Involvement) and I-10 Robertson Intersection has moved to 05-060 (Corridors). The Regional Comprehensive Plan has been made into it's own work element. The final document includes a breakdown of fund source by WBS.
29	**05-010 SCGS1 - System Planning** The work elements products are the Planning Program and the Schedule for the development of the Regional Transportation Plan and an Updated Project Database; the title of this Work Element should be revised to reflect the actual products, which is the development of the 2007 RTP not "Systems Planning".	The introduction to this work element has been revised to give a clearer explanation of what System Planning includes.
30	**05-010 SCGS1 - System Planning** Implementing the 2004 RTP and Developing the 2007 RTP could be better presented as separate WEs.	The development of the 2007 RTP will flow from the implementation of the 2004 RTP, as such, they are addressed in the same WE.
31	**05-010 SCGS1 - System Planning** There are specific products in the Steps (tasks) that should be included in the products section, for instance 4) Amendment to 2004 RTP, as necessary, and 8) Implementation Strategy for the 2004 RTP. Drafts of plans, studies and etc. should also be included as products in this WE (WBS) and all other WEs (WBSs)	These are listed as products, please see page 05-010-4.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
32	**05-010 SCGS1 - System Planning** This WE indicates that there are no continuing activities, carryover work and funds are not identified, as example the Implementation Strategy for the 2004 RTP was to be completed by June 2004, this is continuing carry over work and should be identified as above in both the final Quarterly Report, the 2004 OWP amendment and this draft OWP.	This is actually two distinct products. The Implementation Strategy will be developed by June 2004 and no funds will be carried over. In FY 2004-05, we will produce an updated Implementation Strategy. Language in the document has been modified to make this clear.
33	**05-010.CLAS1 - PILUT** All PILUT WBSs (WE) need to contain a clear purpose and objectives statement as described above, it is still not clear how this work is distinguished from other growth visioning projects, why after the completion of the RTP this is still on-going and/or has to do with the implementation of the 2004 RTP?	The Pilut Program is a combination of implementing the 2004 RTP/Vision and planning for the 2007 RTP update. It provides a menu of program options for subregions that are keyed to the implementation and monitoring phase of Compass and the early planning phase of the 2007 RTP update.
34	**05-010.CLAS1 - PILUT** The title should be distinct as there are various separate PILUT projects, this one should be City of LA Pilut.	All subregional project titles have been modified to include the subregional code.
35	**05-010.CLAS1 - PILUT** Why are some PILUT projects complete and others continuing, the reasons for continuing work on PILUT projects should be clearly discussed?	This program is focused on implementing the 2004-growth vision land use strategy and providing feedback on the Compass vision. Compass is scheduled to be finalized by June 30, 2004. Participation in the technical advisory committee will be important in developing new transportation projects for the 2007 RTP. The combination of diverse but complimentary program options is a flexible-planning feature of the PILUT program approach.
36	**05-010.CLAS1 - PILUT** All tasks (steps) are from the 2003/04 OWP, steps 1, 3 and 6. Why are these continuing, what was accomplished and not accomplished last year on these? Were these steps not supposed to be completed for the 2004 RTP?	There are only 3 steps proposed. Besides active Compass program participation, three Compass land use scenario map review sessions were conducted as part of the final input provided on the Compass growth vision used in the 2004 RTP. This project is designed to transition from an initial scenario-planning phase to implementation of the adopted RTP vision strategy. Several implementation ordinances and programs were developed last year. These strategies are replicable in other subregions and are the inspiration for RTP/Compass strategies for linking land use with transportation investments.
37	**05-010.CLAS2 - High Flow Arterials** Title should be City of LA High Flow Arterials. Many WE/WBSs have the same title. The title should be distinct, so as to be easily identifiable in both the table of contents and as WE headings relating specifically to the products of that WE (WBS).	All subregional project titles have been modified to include the subregional code.
38	**05-010.CLAS2 - High Flow Arterials** In the prior year OWP, as in this one, this is under systems planning which related to the 2004 RTP, how does this project relate to the 2004 RTP and should it not have been completed for that RTP. What was accomplished on this project, why wasn't it finished on time?	Original intent was to complete this project in time for input to the 2004 RTP. However, the project could not be completed in time due to staffing issues faced by the LADOT. The project is still a valid and important one that should provide input to subsequent amendment to the 2004 RTP or the 2007 RTP.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
39	**05-010.AVGC2 - PILUT** The title should be distinct as there are various and separate PILUT projects; this one should be Arroyo Verdugo Cities Pilut.	All subregional project titles have been modified to include the subregional code.
40	**05-010.AVGC2 - PILUT** Why are some PILUT projects complete and others continuing, the reasons for continuing work on PILUT projects should be discussed.	The Compass policy dialogues and implementation strategies will be finalized by June 30, 2004. This is an RTP preferred growth visioning/ Compass implementation and monitoring program. It ensures implementation of the 2004 RTP vision, and monitoring program progress, by defining roles, expectations and responsibilities for both short and long range implementation strategies and public participation. Participation in the technical advisory committee will be important in developing new transportation projects for the 2007 RTP. Again, this is consistent with the menu of program options approach offered under the PILUT wok plan.
41	**05-010.AVGC2 - PILUT** This WE is confusing, in that it mentions various phases, these were not described in the prior years OWP. If a project has phases and/or is multi-year, each should be specifically defined and scoped. This WE mentions phases 1 and 3 neither of which was previously defined or currently defined. What are the phases of this project? What about phase 2? It is hard to distinguish if the work in the prior OWP is continuing and/or if this is 2004 RTP implementation work?	This program describes the phases of the Implementation and monitoring program that is being put in place, not the planning phases that led up to the 2004 RTP vision. This is a growth vision implementation program.
42	**05-010.CLAC1 - One-Way Streets in LA** Previous accomplishments, indicates none? Why, this appears to be continuing work? The budget is reduced from 2003/2004 - $50,000 with two tasks (steps) to 2004/2005 - $20,000 with one task (step). Prior year completed work needs to be described or the change in the scope of work?	Part of this project will be completed by the end of FY 03-04. Only the portion that cannot be completed by the FY end is included in the 04-05 OWP.
43	**05-010.CLAC1 - One-Way Streets in LA** Amendment 1 does not show this as carryover work, why? Does the Quarterly Report identify this as continuing 2004/2005 work? Both the QR and the OWP Amendment for the prior year should identify all carryover work.	This project was not included in the FY 03-04 amendment; the need for carryover was not determined at the time the amendment was completed. This has been noted in the FY 03-04 Third Quarter Progress Report.
44	**05-010.IVGC1 - Arterial Needs Analysis** The Title should identify the location of this study, Imperial Valley Arterial needs?	All subregional project titles have been modified to include the subregional code.
45	**05-010.IVGC1 - Arterial Needs Analysis** It appears that no work was done on this study; did the Quarterly Report indicate that this would be carryover work, did the amendment indicate this? If not each should have included a discussion as to why the work was not accomplished on time.	This study was included as possible carryover in the draft OWP. Work has begun and is included on the Quarterly Progress Report. The OWP will be amended to reflect actual work for FY 04-05 after this year is closed out.
46	**05-010. WSTC1 -1-10 Robertson Intersection Study (New work)** A draft Circulation and Access Improvement Plan should be included in both tasks (steps) and products.	This has been added to the final document.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
47	**05-015.SCGS1 – Transportation Finance** Tasks (steps) 3, 6 and 7 contain products, which should be reflected in the products section.	These items have been added to the list of products.
48	**05-015.SCGS1 – Transportation Finance** Task (step) 6 is also included in WE (WBS 05-010 SCGS1 - System Planning Task 4 (step)). It should be defined within the task (step) how the work and product is not redundant; otherwise it appears that funds are being expended in two work elements for the exact same work and product.	The language for Step 6 has been enhanced to give more detail to the work that will be completed. This language distinguishes the difference between the work in 05-010 and 05-015.
49	**05-030 - RTIP** Again a Mega Work element, this WE is not responsive to any of the 2003 Regional Planning Handbook or 2004/2005 OWP Requirements and shows little correlation to the prior years tasks or products. For instance the accomplishment section does not contain any report on the completion of the products listed for this WE. Each WBS must be a completed WE as described above and the accomplishments for each of these WBS (WEs) must relate specifically to the completed tasks and products of the prior year. For instance, at least two prior year accomplishments and perhaps others appear to be unfunded in the prior year OWP: Development a blueprint and action plan for an Integrated Regional Information System (IRIS) and developed and implemented a Communication Management System (CMS).	Comment noted. Accomplishment section has been revised to address this comment.
50	**RTIP** Additionally, in the Quarterly Reporting on the Data portion of the OWPs has been particularly weak. The final quarter report and the 2004/2005 completed and continuing work should be consistent with the task and products of the 2003/2004 and 2004/2005 OWPs.	The Quarterly Report specifically lists all steps and products as listed in the OWP.
51	**05-045 - GIS** The accomplishments in this WE need to relate specifically to the completion of the prior years OWP tasks and products, they do not.	Work element 05-045 - GIS focuses only on GIS and not Modeling-related activities which are addressed elsewhere in the FY 2004-2005 OWP. Accordingly, the program accomplishment section of WE 05-045 - GIS addresses only the GIS portion of the prior year tasks and products in 04-070.SCGS1. Additional language is also provided to expand the program accomplishment section.
52	**05-050 - Growth Visioning** What is the new Regional Comprehensive Plan, it is not a planning requirement? What is its purpose and objective? How does it differ from the RTP?	The Regional Comprehensive Plan has been prepared by SCAG in the past, most recently in 1996 (called the Regional Comprehensive Plan and Guide). It is not a planning requirement per statute, but it is part of the regional planning process. Preparation was directed by the Regional Council to enhance the effectiveness of existing plans, programs, and policies. Its purpose and objective is to serve as an implementation guide for outside entities, particularly local governments. It consolidates, translates, and promotes SCAG policies and programs for an external audience. By contrast the RTP calls for specific transportation projects, but treats supporting implementation measures only in general terms.

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Caltrans Comments		**SCAG Response**
53	**05-050 - Growth Visioning** This WE contains a better developed accomplishments section, as many of the prior year OWP Growth visioning products are completed and listed in a recognizable fashion.	No response necessary.
54	**Growth Visioning** There are several Growth Visioning WE/WBSs each should have a distinct WE Title that is consistent with the final product of the WBS/WE	All subregional project titles have been modified to include the subregional code.
55	**05-050.SCGS1 – Growth Visioning** This OWP unlike prior OWPs does not contain a logical flow of work activities, in past RTP implementation and RTP development WE were distinct and the OWP presented a logical flow of tasks and products relating to these major activities. It was possible to distinguish on-going and carry over activities relating to the prior RTP and the new work associated with the upcoming RTP. As with the PILUT projects it appears that 2004 RTP implementation activities are commingled with development of the 2007 RTP activities.	The OWP is organized by planning issue areas, and is consistent with agency reorganization to promote efficiency of effort. Portions of this WBS are continuations of effort from other areas in past OWPs. Revisions to the Draft OWP in past accomplishments, step descriptions, and product descriptions will provide additional clarity.
56	**05-050.SCGS1 – Growth Visioning** As above this WBS/WE needs an accomplishments section that fully describes the work that has been accomplished. For instance one concern is that this WBS/WE mentions phase 1 and phase 3 of the growth visioning effort, but neither the prior year OWP or this OWP define the scopes of work which relates to these phases or prior work accomplishments specific to each phase. Please define what Phase 1 was and how much of Phase 1 was accomplished? What was Phase 2; this was not discussed in the prior OWP, is it accomplished? What specifically is phase 3 and is it all new work?	Please refer to previous response, and note revisions to Draft OWP to provide for clarity. In response to the specific questions on phasing, this work is Phase 1 of the Growth Vision implementation effort. All phases of the earlier effort (Growth Vision Development) are complete.
57	**05-050.SCGS1 – Growth Visioning** Please describe any carryover work task and products for this WBS/WE.	There is no carryover work for this WBS.
58	**05-050.SCGS1 – Growth Visioning** The first draft of the "Regional Comprehensive Plan" is listed as a project and also mentioned in several other WBS/WEs, what is the purpose and objective of this document? The description of this proposed document is that it is "the blueprint for vision implementation". The Action Element of the Regional Transportation Plan is expected to contain the implementation measures for the plan recommendations including land use.	Within the revised Draft OWP, the Regional Comprehensive Plan has been added as a new, self-contained Work Element. The steps within other WBS referring to the plan have been deleted. The Regional Comprehensive Plan focus is implementation actions intended for external parties. The plan proposes actions and menus of options for these outside entities, particularly local governments. As described in comment 52, the RTP calls for specific implementation actions of SCAG, including the comprehensive plan, but calls for only generalized actions of outside entities including local governments. The comprehensive plan will create specific recommendations and menus of options for these outside entities to support regional policies and programs.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
59	**05-050.SCGS1 – Growth Visioning** How is the proposed "Regional Comprehensive Plan" different from the intended purpose of the RTP Action Element? How will this Plan demonstrate that implementing jurisdictions other than SCAG will in fact implement those measures? Will this Plan contain specific performance-based measurements that can assure the final RTP is achievable?	See response to previous comment. Also, the RCP will be prepared with assistance from outside implementing jurisdictions, and will form the basis for other efforts around performance measurement and implementation, notably the State of the Region report and Inter-Governmental Review. The intention of the on-going growth visioning work described in this portion of the OWP is to partner with implementing agencies (e.g. local governments) to create pilot projects. Entering into these partnerships will be based on mutual benefit, and several agencies have, to date, expressed an interest in proceeding.
60	**05-050-SCGC1 –CV Consensus Building** As above and how does the *Strategic Plan* relate to the *Comprehensive Plan*, they appear to have similar goal and objectives, in that the Strategic Plan is intended to "include goals and strategies to assure that the framework is in place to realize the land use assumptions in the 2004 RTP" and the *Comprehensive Plan* relates to the Growth Implementation Program "ensuring the measures are in place to realize the regional land- use assumptions adopted in the 2004 RTP. The Growth Vision WBS/WEs need to describe the purpose and objectives of each of the products, so that it is shown that tasks and products are distinct and not redundant.	The Strategic Plan referenced in the budget item is primarily internal in focus and will delineate steps needed to prepare for the 2007 RTP, and will consolidate lessons learned from all efforts contributing to the 2004 RTP – including PILUT, technical forecasting, and Growth Vision.
61	**05-050.SCGC2 – Water Demand Analysis** How are these products to be used, why is this in this section of the OWP do the products relate to the *Strategic Plan* or the *Comprehensive Plan* or something else?	These products relate to the Growth Vision (GV) (and as such, the Regional Comprehensive Plan). As the Growth Vision seeks to accommodate growth in a manner that improves transportation efficiencies, it is imperative to understand other factors that shape growth. Water supply/demand and quality have long affected growth patterns in the SCAG region. This analysis will help ensure that water issues will not be an impediment to accommodating the future growth patterns called for in the Growth Vision. The Growth Vision Implementation and Monitoring program and the Regional Comprehensive Plan and Guide and in particular the development of the Growth chapter of the RCPG* will use this analysis. Products have application to the development of short and long-term strategies in the Growth Vision Implementation and Monitoring Program and in future model runs of the Growth Vision alternative. (*see Steps 1 and 5 of 05-050.SCGS1)
62	**050 –GTWS1 – Growth Visioning** This title and WBS/WE should reflect the location of this growth-visioning project.	All subregional project titles have been modified to include the subregional code.
63	**05-050.OCGS1 Growth Visioning/Smart Growth** This title and WBS/WE should reflect the location of this growth-visioning project.	All subregional project titles have been modified to include the subregional code.
64	**05-050.SBCS1 – Promote New Housing** This title should reflect the location of this project.	All subregional project titles have been modified to include the subregional code.
65	**05-050.SGVS1 – Growth Visioning** This title should reflect the location of this project.	All subregional project titles have been modified to include the subregional code.

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Caltrans Comments		**SCAG Response**
66	**05-050.WRCS1- Mixed Use Housing** This title should reflect the location of this project.	All subregional project titles have been modified to include the subregional code.
67	**05-050.SBCC1- Promote New Housing** This title should reflect the location of this project.	All subregional project titles have been modified to include the subregional code.
68	**05-055.SCGS1- Regional forecasting and Policy Analysis** This is very confusing, these are new WE/WBS but the accomplishments included are for prior year 04-050 Growth Visioning Work. The accomplishments do not appear to tie to the tasks and products of that prior work element?	1. Based on Caltrans comments last year that some work elements were too large, this work was broken out into it's own work element. While "05-055.SCGS1 – Regional forecasting and policy analysis" is a new WE/WBS, the program objectives, steps, accomplishments, and products are not. The 05-055.SCGS1 better represents the forecasting and policy analysis function performed by the Community Development Division since SCAG reorganization in July of 2003. This WE consolidates many previous steps and products throughout other work programs, and makes them more representative of the work actually performed. For example, the forecasting functions including preparing socioeconomic data set for growth planning, regional transportation modeling and validations are previously under both WE 04-050 Growth Visioning and WE04-040 Data in FY 03-04. The analysis functions related to demographic and growth impacts are assessed and provided to many affected programs and work products. Finally, the policy analyses related housing, regional economy, subregional economic development, transportation investments, environmental justice, revenue and aviation forecasts, etc. are all previously under WE04-050. 2. The accomplishments stated under the WE/WBS 05-055.SCGS1 in the draft FY 04-05 OWP - "**Developed socioeconomic data and forecasting information for the 2004 RTP. This information included complete socioeconomic data inputs to regional modeling and heavy duty truck modeling, air cargo and passenger forecasts and regional aviation economic impact analysis, and local transportation revenue forecasts for RTIP development guidelines.**" - Correspond to the following three products specified under the WE 04-050 Growth Visioning: ▪ Final Plan Forecast Socioeconomic data set with projections of population, households and employment by five-year increments from 2000-2030 (May 2004) (PEA: 1,2,3,4,5; PF: 1,4,5). ▪ 2004 RTP Growth Forecast report on regional and county demographic economic trends (June 2004) (PEA: 1,2,3,4,5; PF: 1,4,5). ▪ Data set containing socioeconomic distributions for growth visioning scenarios (March 2004) (PEA: 1,2,3,4,5; PF: 1,4,5). The accomplishments stated under the WE/WBS 05-055.SCGS1 in the draft FY 04-05 OWP - "**Small Area Income Model Maintenance/ Improvements**

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Caltrans Comments		**SCAG Response**
		were accomplished and tested. A new income model was produced and an improved Small Area Forecast Model was developed." This corresponds to the three products specified under the WBS 04-040 SCGC1 Small Area Income Model (see page 49 of FY 03-04 OWP). Due to reorganization, the project management responsibilities were transferred from the Data and Monitoring Division to the Community Development Division.
69	**05-060.SCGS1 Corridor Planning** These WE/WBS are very confusing. Accomplishments listed are the same as the prior year OWP accomplishments. This needs to summarize the completion of the tasks and products from the prior year not reiterate work that has already been accomplished in the 2002/2003 FY. As example, what technical memos were completed for 04-060, 04-060.SCGS1?	The WBS includes on-going staff work related to corridors therefore some of the steps and products are identical to those listed in FY 03-04. FY 2003-04 products are all listed on the Quarterly Progress Report and copies are provided to Caltrans on a Quarterly basis.
70	**05-060.SCGS1 Corridor Planning** What happened to 04-060.SCGC2 I-15 Modal Evaluation that was supposed to be completed in FY 04/05?	The portion of the I-15 study that is in WBS 04-060.SCGC2 will be completed in FY 03-04. The portion of the study that will continue into FY 04-05 is in WE 05-230.
71	**05-070 Modeling and all WBS's under this heading** It is not clearly presented how the accomplished work relates specifically to the products listed in the prior year OWP. Accomplishments should relate to prior year tasks and products descriptions in each WBS/WE. It is not clear what is carryover work.	The Current OWP 04-070 includes steps in both Modeling and GIS, but the accomplished work related to GIS was reported under 05-040 since the GIS function was formerly transferred to the Data and Monitoring Section in August, 2003. Therefore, only Modeling portion of the accomplished work in OWP 04-070 was reported. The carried over Modeling work includes Arterial Speed Study, Regional Model Improvement project, Airport Travel Demand Model Development, and the Inter-Regional Rail Study. A more detailed write-up for the Program Accomplishments of the OWP 03-04 has been incorporated in the Draft OWP 04-05.
72	**Performance Assessment and Monitoring** Program accomplishments very incomplete it appears that many products were not completed in 2003/04?	Work Element 05-080.SCGS1 focuses on the State of the Region and transportation monitoring and does not address work activities related to IGR, Conformity and Congestion Management which are addressed elsewhere in the FY 2004-2005 OWP. Accordingly, the Program Accomplishment section does not address the prior year accomplishments related to IGR, Conformity and Congestion Management in 04-080.SCGS1. Additional language is also provided to expand the program accomplishment section.
73	**Public Information and Involvement** We commend SCAG's proactive efforts to involve the Tribal Governments, Native Americans in their planning processes. SCAG, as the regions MPO, must consult with the governing entity of a Federally Recognized Tribe (GOVERNANCE: statute; Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by TEA-21, provides statutory guidance relative to requirement	No response necessary.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
74	**05-90 Public Information and Involvement** SCAG and the Tribal Governments within the SCAG region have made significant efforts to involve Tribes in the transportation planning process, particularly in this last year. We recommend, however, that SCAG include in its OWP a separate WE from public participation to address their efforts of involving the Tribal Governments in government-to-government consultation. This current WE would cover only Native Americans as individuals in the public participation process.	We have reviewed this suggestion and feel we provide this coordination within this work element sufficiently.
75	**05-120 – OWP Monitoring and Development** This WE discusses the tasks and products related to the development and monitoring of the SCAG OWP, quarterly reports and amendments. It is indicated herein that the SCAG OWP "document has changed over the years to contain more information". Although more text is provided, in fact less information is provided than in previous years. Specifically, the required information as described in the *2003 Regional Planning Handbook* and the *Annual OWP Guidance* is no longer provided.	New information included in this years OWP and continuing in FY 04-05 include Planning Emphasis Areas and Planning Factors detailed for each product, schedules for each step, work completed or continuing from the previous fiscal year, work scheduled to continue into the following fiscal year, consultant details including name of firm, contract number and total contract value and special grants list the total grant award amount. The text for each work element has been enhanced to contain more detailed information, a chart cross referencing FY 03-04 WE and WBS numbers to FY 04-05 WE and WBS numbers has also been included. Page number format in FY 04-05 has been modified to allow for changes in one WE that will not effect changes throughout the entire document.
Mass Transportation:		
76	The OWP Guidance, Appendix F, includes state planning considerations for mass transportation and promoting the transit in metropolitan areas. SCAG is undertaking many corridor and other planning studies that will incorporate transit and are applicable to Caltrans' goal of making transit a more practical travel option. DMT is interested in getting timely updates and copies of reports that effect transit in the SCAG region.	We will be sure that Mass Transit is included on our mailing list of meeting notices and information.
77	Two activities of special interest are 05-150, Transit Security Management Training and 05-165, Transit Security Management Training. The issue of incorporating transit into emergency preparedness plans is of particular interest as Caltrans updates emergency plans. SCAG should send updates on these activities to Annette Emery in the Division of Mass Transportation.	Reports will be forwarded.

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Caltrans Comments		**SCAG Response**
78	The following work elements cover both transit and land-use planning and coordination. However, transit agencies are not specifically listed as partners with SCAG. I would suggest listing potential stakeholders that will be invited to work with SCAG on the following work elements in order to show the integration of transit into the overall planning process: • 05-040, Data • 05-050, Growth Visioning • 05-050.SBCCI, Promote New Housing • 05-060.SCGSI; Corridor Planning (the funding seems excessive for the identified products) • 05-140.AVGCI, Coordinated Transportation System Information • 05-140.SCGSI, Transit • 05-210, Internship and Training in Transit Planning	SCAG recognizes that transit is a very important element of our transportation system and that it must be considered adequately in all of our planning efforts. As such, Regional Transit Task Force is an on-going advisory task force appointed by the regional council that includes all of the major transit service providers in the region. All of our planning efforts relevant to transit planning, such as the ones you have highlighted, will be presented to the transit task force at some point in the process.
79	Work element 05-170, Ontario International Ground Access is of particular interest to DMT. DMT and the Division of Aeronautics have discussed this project with District 8 System Planning. The main transit focus of this study is Mag Lev however; local transit agencies should be part of the working group to look at non Mag Lev options as part of the Regional Airport Development Strategy. SCAG should send status reports and updates on this project to Annette Emery in the Division of Mass Transportation.	The transit focus of this project is not Maglev. The focus of this project is to assess the airport ground access needs of the Ontario International Airport for all modes, including transit, rail connections and highway improvements. Caltrans District 7 as well as 8 are involved in this project as part of the stakeholders guiding the development of this project. SCAG will keep agencies informed, including Caltrans DMT and Division of Aeronautics as appropriate.
80	Finally, the SCAG OWP does not fully identify specific fund sources in the budget summary for each work element. There is a matrix in the back but this is difficult to follow. Many of the work elements appear to be ideas being used as a placeholder rather than well-thought out work elements with identified funds.	An additional chart has been added to the document that lists the break out of funds by WBS. The scopes listed in some of the work elements are intentionally broad and will be amended when a detailed consultant scope is developed.
CORRIDOR AND FEASIBILITY STUDIES:		
81	**Page IX**, list of corridor and planning studies completed, planned, or in progress: The "Eastern Gateways Corridor (SR-60 Corridor)", should be updated to reflect all the major facilities that are likely to be evaluated.	This correction has been made in the final document.
82	**Page IX**, list of corridor and planning studies completed, planned, or in progress: The "US 101 RSTIS (SR-23 to I-110), should be updated to reflect that this is a "Corridor Study" (not a regionally significant transportation investment study, since a major long-range capacity capital investment is not currently being recommended in the report). Also, the southern terminus is SR-110, not I-110.	This correction has been made in the final document.
83	**Page 05-060-2**: See previous comment regarding the US 101 study.	This correction has been made in the final document.

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Caltrans Comments		**SCAG Response**
84	**#05-010.WSTC1, I-10 Robertson Intersection Study**: Caltrans, in conjunction with Culver City, LADOT, MTA, and others already have been meeting to discuss potential improvements for traffic flow, at and around, the I-10/Robertson Interchange area. Specifically, MTA's Exposition Line Study Group is in the environmental process and is evaluating this area since it is an interim terminus for the rail line. Several preliminary improvement concepts have been identified. Since most of the tasks described in the OWP are already being accomplished, we recommend revising the proposed OWP project to have consultants conduct traffic counts, perform micro-simulation modeling, and other technical activities to help support current efforts underway.	The primary focus of this project is to ensure subregional input to improving the interface among pedestrians, vehicles and other transportation modes in the vicinity of I-10/Robertson. While it is true that the Caltrans, MTA, LADOT are looking at ways to improve traffic flow in this area, it is very important to ensure that local perspective is integrated into this process. This project will allow the Westside cities to bring their local perspective to the table on this project. SCAG will add language in the OWP to further clarify this project.
85	**05-130.SCGC3, East-West (60, 10, 210, 91)/North/South (605, 57, 5, and 15) Corridors:** The description of this project appears to be similar, or at least overlapping, with the Eastern Gateway Corridor described on Page IX. To prevent confusion, a consistent title should be defined for the study.	This correction has been made in the final document.
Aviation:		
86	We continue to stress the need to link compatible land use near airports to all work elements as applicable. To this end the 2002 California Airport Land Use Planning Handbook is a useful resource. It is available online at the address shown below: http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php	Thank you for the information.
87	**Work Elements 05-040 Data, and 05-040SCGS1 Data, and 05-040SCGS2 2004 Aerial Imagery:** These work elements produce extremely valuable data sets and tools for planners, developers, and project managers and we encourage SCAG's continued emphasis on these activities.	SCAG intends to continue to focus on these areas.
88	**Work Elements 05-045 GIS, and 05-045SCGS1 GIS** Again, these work elements produce extremely valuable data sets and tools for planners, developers, and project managers and we encourage SCAG's continued emphasis on these activities.	SCAG intends to continue to focus on these areas.
89	**Work Elements 05-045 GIS, and 05-045SCGS1 GIS** Regarding all of the above work elements, we also encourage SCAG to specifically attempt to support the development of data sets and tools tailored to promote compatible land uses around airports. A specific recommendation is to coordinate with member agencies to facilitate the wide dissemination of any and all airport related data sets such as maps and shape files for such things as airport influence areas, noise contours, safety related compatibility zones. Many of these are depicted in Airport Comprehensive Land Use Plans but are not widely available or easy for the public to access. Demand for these products is likely to increase as	SCAG understands the importance of airport-related data in light of the recent passage of AB2776. The recommendation is consistent with the Program Objective for WE 05-045 GIS. Currently, SCAG maintains a database that has been used extensively in analysis around airports. Additional airport-related data would expand our existing database and increase data sharing and coordination for the region.

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	Caltrans Comments	**SCAG Response**
	development continues to encroach upon airports and in response to the recent passage of AB2776, which requires sellers of property located within an Airport Influence Area to provide disclosure of this fact prior to sale of the property.	
90	**Work Element 05-070.SCGC4 Airport Travel Demand Model** We look forward to the completion of the model and the opportunity to access the resulting data and discuss it implications in a regional and state system context. Please include the Division of Aeronautics in any notices regarding progress reports and /or milestones reached.	SCAG will include the Division of Aeronautics on our mailing lists.
91	**Work Elements 05-170 and 05-170.SCGC1: Ontario International Ground Access** Airport ground access is a key consideration in SCAG's regional aviation system as indicated in the 2004 RTP Aviation Element and the ongoing 2004 Regional Airport Ground Access Improvement Plan (refer to work element 05-280). The products of this work element should be valuable contributions to the system and we therefore encourage SCAG to see this project through to a timely completion. Lack of evident progress in this area is a concern. To this end we ask that SCAG consider inviting the Division of Aeronautics to assist in the process. For example, staff is available to serve on a Technical Advisory Committee or simply to review and comment on project activities.	This is a special grant provided jointly to SCAG, SANBAG and the City of Ontario. Though this project was slow to get off the ground, work is now progressing. SCAG will continue to work with the stakeholders, including the City of Ontario, SANBAG and Caltrans. Both District 7 and 8 have been involved as stakeholders in guiding the development of this project from the very outset. SCAG will be happy to include and invite the Division of Aeronautics in the future meetings on this project.
92	**Work Elements 05-280 Aviation, 05-280.SCGC1 Regional Airspace Analysis, and 05-285 Regional Aviation System Planning, 05-285.SCGS1 Regional Aviation System Planning, and 05-285.SCGC1 Regional Aviation System Planning:** The components of the work elements referenced above closely match and support the objectives of the Aviation Element of the 2004 SCAG RTP and we support the continuation of activities in support of their completion. We recommend close coordination with SANDAG on the issues of interregional high-speed rail/maglev and on the study of a new primary commercial airport in Imperial County to service passenger demand from the Inland Empire and Imperial and San Diego counties. The San Diego County Regional Airport Authority (SDCRAA) is moving into their tier two screening of potential airport sites for a new commercial airport to serve San Diego County. In addition to the already mentioned Imperial County option, the potential joint use of March ARB is still being considered. Close coordination between SDCRAA, March Joint Powers Authority, and SCAG on this issue is encouraged.	SCAG understands the importance of coordination amongst agencies and will continue to work with the agencies you have identified in resolving our aviation challenges.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
93	We anticipate that our continued participation on SCAG's Aviation Technical Advisory Committee will enable us to adequately support and participate in SCAG's aviation planning activities to each agencies mutual benefit.	No response required.
94	**Please remember that Division of Aeronautics staff is available to assist SCAG staff and your various stakeholders should the need arise. Our website (http://www.dot.ca.gov/aeronautics) has many useful contacts and reference documents, including the previously mentioned 2002 California Airport Land Use Planning Handbook, 2002 airport economic report: *Aviation in California*: *Benefits to Our Economy and Way of Life,* and the *2003 System Requirements Element* of the California Aviation System Plan.**	Thank you for the information. Caltrans Division of Aeronautics is a member of the Aviation Task Force and the Aviation Technical Committee.
Goods Movement:		
95	We understand that as in the past, several projects and modifications will be added to this work program as part of a carryover/continuation amendment from FY 2003/04. We also recognize that certain projects which affect our interests are subject to discretionary funding decisions, that may not be finalized for another couple of months or so.	No response necessary.
96	Fundamentally, from a goods movement perspective the OWP should support the development of an overall understanding of the region's goods movement system, how it operates, what are the deficiencies, and what are the appropriate policies, actions, investments and operational changes that need to occur to facilitate freight movement. Given the limited resources available, the OWP needs to fund and support efforts to achieve a balance of getting the maximum productivity out of the existing system, including freeways, arterial streets, rail system, and truck, rail, port, and air cargo terminals, and the programming of certain strategic investments that support the economy, assures community and social equity in both services and impacts, and in general maintains and enhances the environment. In this day and age, it also has to be a partnership strategy, that includes buy-in at the SCAG, County Transportation Commission, and other subregional council level, local input, and private sector participation, especially from those who provide infrastructure and services.	SCAG concurs with the comment and intend to continue involving and engaging all the stakeholders, including, Caltrans, County transportation Commissions, transit operators, subregions, local governments, rail and port authorities, trucking and shipping industry in developing and implementing a unified goods movement strategy that works for the region.

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Comments on FY 2004/05 Draft Overall Work Program		
Caltrans Comments		**SCAG Response**
97	In general we find the document quite comprehensive from a regional, modal, and goods movement standpoint, and in this regard, is one of the strongest OWPs in the State. But still we don't get a good sense, at least from this draft document, how the various studies will work together (or be coordinated) to address the myriad of freight mobility issues in the region. This extends to the fact that at times the projects we are following, and those that are listed in the OWP, do not match up (at least from a title aspect). This concern regarding coordination though goes beyond just SCAG's internal efforts. Even with our distant minimal involvement, what we see and what we are concerned about is some of the possible overlapping work and cross-purpose efforts by SCAG, SANDAG, LACMTA, RCTC, SANBAG, OCTA, VCAG, Metrolink, Metrans, Gateway Cities COG, Assemblyman Lowenthal, the seaports and the industry in general, all of which have various policy, research, planning and/or implementation efforts underway. A greater synergistic coordination effort is needed and necessary to tie them all together and to develop an overall regional goods movement strategy and approach. Areas where such coordination is required ranges from the continuing effort to develop dedicated truck lanes, to the development of short-haul marine container rail shuttle services. The focus needs to be using what scarce resources we have to get the biggest bang for the buck, whether it be for major investment projects, or for planning and analysis studies, such as the heavy-duty truck movement modal and data inventory efforts.	Again, SCAG concurs with the comment in general. SCAG continues to work diligently with the stakeholders you have identified in pursuing a unified goods movement strategy that enjoys regional consensus. The 2004 RTP, which is the product of such a consensus process, presents some of the most innovative and bold strategies to keep the goods moving through and within the region. The next phase is the implementation of these innovative strategies and identification of what works and what does not work so that we can further adjust the RTP in 2007 to ensure that our goods movement strategies continue to be valid, implementable and above all keeps the goods moving in the most efficient and effective manner.

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Comments on FY 2003/04 Draft Overall Work Program		
Ventura Comments		**SCAG Response**
98	VCTC is requesting the document be adjusted to include funding of $30,000 for Ventura County input to SCAG's continuing efforts under Growth Visioning/RTP.	Subregions were asked to submit their project proposals in early January. Funding allocations to the subregions were completed in early February. Though there is not additional funding available at this time, SCAG will make funding for the growth visioning effort a priority in the first FY 2004-05 Amendment. We will review your request again at that time.

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Comments on FY 2003/04 Draft Overall Work Program		
San Gabriel Valley COG Comments		**SCAG Response**
99	Based on SGV COG staff analysis of subregional per capita allocation, it appears they are overlooked in funding allocations.	The information included in the SGV COG staff analysis contains errors in both the population and allocation columns for subregions. However, this is a mute point, as funds are not allocated to subregions on a per capita basis. Allocation for FY 2004-05 was based on merit of projects, population of subregion and most importantly, percentage of expenditures over the past three fiscal years.

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Comments on FY 2003/04 Draft Overall Work Program		
FHWA Comments		**SCAG Response**
100	First we would like to commend SCAG on the improvements to the FY 2005 OWP document. Also, for taking on the Growth Visioning process.	Thank you for the comment.
101	Please provide a copy of SCAG's Bylaws to the FHWA/FTA LA Metro Office.	A copy of the by-laws has been sent to FHWA.
102	Please review all Memoranda of Understanding (MOUs) and ensure that they are up to date and can be made available upon request.	We are conducting a review of all MOU's and will provide copies upon request.
103	Work Element 05-010.SCGC1 Subregional Liaison – please provide work products to FHWA upon completion.	A copy of this product will be provided to FHWA upon completion.
104	05-010 High Flow Arterials Treatment - Please define High Flow Arterials as well as provide a scope and/or purpose for this study. What is the difference between this study and the Arterial Needs Analysis?	High Flow Arterials are arterial streets that have typically high traffic volumes (typically over 10,000 ADT per lane), particularly during the peak hours, and possess good potential for operational improvements, such as designation of one-way streets, automation of signal timing etc. that would allow the arterials to perform at or near their peak capacities without having to add lanes. The objective of the High Flow Arterial Study is to identify potential candidates for making such operational improvements and identifying the operational improvements specific to each targeted arterials. Objective of Arterial Needs Analysis, on the other hand, is to identify all potential improvements on the arterial network to accommodate the forecasted traffic, including operational improvements, potential road widening, increasing or adding transit services, adding bus lanes, adding bike lanes, improving sidewalks etc. as appropriate and necessary.
105	05-010.AVGC2 PILUT There is a discrepancy between the budget amount and the contract amount.	This project is not under contract, therefore no amount should have been listed as contract amount. It has been removed in the final document.
106	05-100 Air Quality Planning and Conformity – "As the Federally designated Regional Clearinghouse", as noted under Program accomplishments, please clarify the role of SCAG by naming the rule this oversight responsibility pertains to and differentiate between responsibilities that pertain to state transportation and state environmental rule.	Under Federal Executive Order No. 12372 (1982), SCAG performs a clearinghouse function, as a single point of contact, responsible for the review of federal grants, plans, programs, projects and environmental documentation submitted by public agencies to SCAG. The Intergovernmental Review (IGR) Section reviews each document for its with SCAG's regional plans and policies. In addition, under the California Environmental Quality Act (CEQA), Section 15206, requires that the preparation of environmental documentation consider the regional setting and discuss any inconsistencies between the proposed project and regional plans. As part of the review process, this documentation is required to be referred to affected state and regional agencies, including SCAG for review and comment.

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