REPORT

DATE: October 4, 2007

TO: Regional Council

FROM: Cheryl Collier, Communications Supervisor, 213.236.1942, collier@scag.ca.gov
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SUBJECT: Public Participation Plan Amendment No. 1

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve and adopt Public Participation Plan Amendment No. 1.

BACKGROUND:
SCAG's Public Participation 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 transportation plans and programs.

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 (RTIP) (also known as the Federal Transportation Improvement Program), 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).

SCAG made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan.

In March, the Regional Council adopted the Public Participation Plan. It was anticipated that future amendments may be needed as SCAG staff continued to work with FHWA and FTA on addressing the Department of Transportation's Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule published in the Federal Register on February 14, 2007.

The Public Participation Plan Amendment No. 1 includes Appendix "A" a new addition to the adopted Public Participation Plan that provides more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and Overall Work Program (OWP).

As part of our continuing effort to engage interested parties in the development of our public participation activities, SCAG conducted an email survey of 3,600 individuals within SCAG's contact databases which asked several questions to help SCAG determine how to improve our public participation and outreach efforts. Comments from the 376 surveys received were considered in the development of strategies and procedures in the draft Public Participation Plan Amendment No 1 (see Appendix "B"). Following a 45-day public review and comment period, SCAG's Transportation and Communication Committee (TCC), at their August 30 meeting, recommended to approve and adopt the Public Participation Plan Amendment No. 1. Comments received during the 45-day public comment period, which included comments from FHWA, EPA and Caltrans among others, were reviewed and considered in the development of the final Public Participation Plan Amendment No. 1 (see Appendix "C" for all comments received on the Plan).

FISCAL IMPACT:
Work related to public participation is included in the 2007-08 Budget.

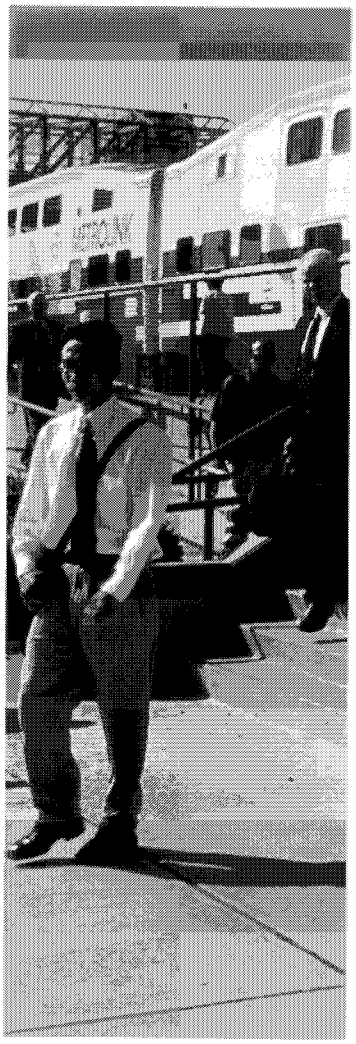
Reviewed by: _____
Division Manager

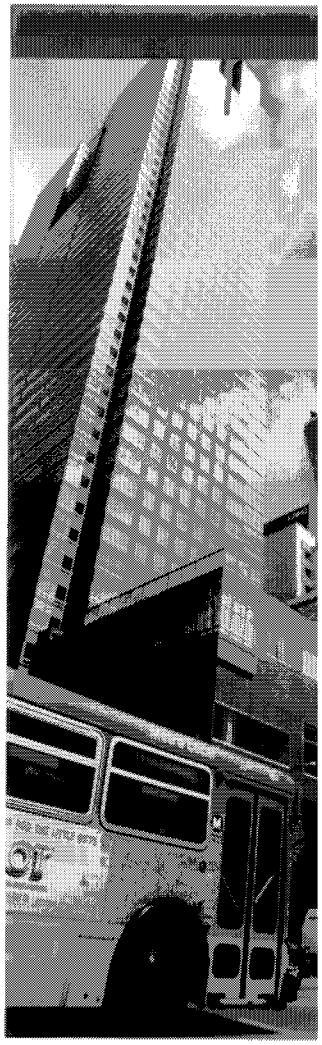
Reviewed by: _____
Department Director

Reviewed by: _____
Chief Financial Officer

Southern California Association of Governments

PUBLIC PARTICIPATION PLAN





Amendment No. 1

October 2007

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Southern California Association of Governments (SCAG)

Public Participation Plan

Executive Summary

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.

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 (RTIP). Detailed strategies, procedures, and techniques for carrying out the participation process for the RTP, RTIP, and Overall Work Program (OWP), are described in the Plan.

To ensure compliance with federal and state requirements, SCAG intends to outreach to and seek participation from the following participants in the development of regional plans and programs: 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 and other interested parties such as the subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, and the private sector.

SCAG made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan.

Southern California Association of Governments (SCAG)

Public Participation Plan

Amendment No. 1

"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 Regional Transportation Improvement Program (RTIP) (also known as the Federal Transportation Improvement Program), 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 participate in the development of the Plan and 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 RTIPs. 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 RTIP (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 Environmental Impact Report (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. Detailed strategies, procedures, and techniques for carrying out the participation process for the RTP, RTIP, and Overall Work Program (OWP), are described in "Appendix A," of this Plan, and incorporated herein by this reference. Comments received during the 45-day public review and comment period regarding the Plan and information in Appendix "A," along with SCAG's response to those comments, are described in a matrix found in "Appendix C" herein.

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) [see also 23 C.F.R. 450.316] 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 RTIP and before approving the RTIP, 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 of the applicable regulations, 23 CFR 450.316(a) (See 72 FR 7273; February 14, 2007) intended to provided further guidance regarding the participation requirements of SAFETEA-LU, as follows:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing 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 reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

In accordance with these requirements, SCAG actively engaged interested parties in the development of the Plan. Development of the draft document spanned a five-month period and included a review of and enhancements to SCAG's existing adopted Plan based on previous lessons learned and public comments received on the 2004 RTP, a review of SAFETEA-LU requirements, review and comments by those who work with many of the interested parties identified in the SAFETEA-LU requirements, and a review of Participation Plans by other metropolitan planning organizations throughout the country.

SCAG's efforts also included a presentation to the bus operators on January 16, 2007, a presentation to the Orange County Council of Governments' Technical Advisory Committee meeting on February 6, 2007 and a presentation to the Orange County Council of Governments Board of Directors on February 22, 2007 regarding SCAG's work on the draft Plan. In addition, SCAG reached out to agencies by sending additional copies of the draft Plan to 38 federal and state resource agencies. This effort was followed up with two separate electronic reminder messages seeking comments and feedback on the Plan. In addition, SCAG invited interested parties (with a heavy emphasis on federal and state resource agencies as well as the subregions) to attend a presentation on the draft Plan on February 6, 2007, in the SCAG offices. One subregional representative attended the presentation. During early February, SCAG telephoned each of the federal and state resource agencies once again seeking comments and offering to make presentations at the respective agency location. SCAG also reached out to the county transportation commissions both electronically as well as by telephone to elicit comments to the draft Plan. The result was that SCAG received comments from one Tribal Government, one member city, one county transportation commission, three subregions, two resource agencies and one private business. In general, those who responded indicated that they have received and reviewed the Plan, that it appeared fine and they did not have any other specific comments. One commenter from a local natural resource agency indicated that they did not have the staff available to

review this type of plan nor were they interested in an on-site presentation. In total, the draft Plan was available for public comment for a period of 133 days to encourage development and input by the public and interested parties.

Interested parties were also solicited to provide input into and participate in the development of the Public Participation Plan Draft Amendment No. 1, which as previously noted, includes the detailed strategies, procedures and techniques for public participation related to the RTP, RTIP and OWP as set forth in Appendix "A" herein. Specifically, staff conducted an online survey to obtain input on how to improve overall participation efforts as well as to determine accessible meeting time and location preferences and gain a better understanding of how interested parties prefer to have complex materials presented to them. The survey was posted on SCAG's website as well as distributed electronically to 3,600 existing contacts within SCAG's contact database. A total of 376 surveys were completed and returned. This survey is further described in Appendix "B", and the results thereof were considered in SCAG's deliberations on the final Public Participation Plan Amendment No. 1.

In addition, SCAG sent out over 200 letters to state and local agencies seeking input regarding the Plan's Draft Amendment No. 1. Finally, SCAG staff met with the County Transportation Commissions, and the Imperial Valley Association of Governments to receive their input into the development of the Public Participation Plan Amendment No.1. SCAG staff also solicited input from the Transportation Conformity Working Group, the Subregional Coordinators Working Group and the Metro/Caltrans Local Assistance Coordination Working Group. California Department of Transportation representatives participate in each of these working groups.

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.

Consultation and Coordination with State Agencies

SCAG works closely with the appropriate State agencies at several levels to coordinate planning activities. First, Caltrans, as one of SCAG's project sponsors as well as funding partners, actively participates in our key policy committees as well as task forces. Specifically, Caltrans has a seat as ex-officio on SCAG's Transportation and Communications Committee, a key policy committee that makes policy recommendations on transportation planning matters to SCAG's Regional Council. In addition, Caltrans also actively participates in technical committees, including Plans and Programs Technical Advisory Committee (P&P TAC) as well as Transportation Conformity Working Group (TCWG). Furthermore, Caltrans and SCAG also participate in monthly meetings with the Chief Executive Officers. California Air Resource Board (CARB), responsible for developing the State Implementation Plan (SIP), actively participates in SCAG's TCWG to ensure full coordination of transportation conformity issues associate with RTP as well as RTIP. The California Transportation Commission (CTC), responsible for programming and allocating funding for transportation improvements throughout California, is regularly apprised of SCAG's planning and programming activities through participation in the monthly CTC meetings. CTC reviews and comments on SCAG's plans and programs as necessary and appropriate.

Consultation and Coordination with Resource Agencies

SCAG's compliance with the California Environmental Quality Act (CEQA) serves as the framework to consult, as appropriate, in the development of plans such as the RTP with federal, state and local resource agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This consultation will include other agencies and officials responsible for other planning activities in the SCAG region that are affected by transportation, to the maximum extent practicable.

As required by CEQA, the Notice of Preparation (NOP) stating that SCAG as the lead agency will prepare a program-level Environmental Impact Report (EIR) for the RTP is the first step in the environmental process. The NOP gives federal, state and local agencies and the public an early opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to SCAG. Further, SCAG holds public scoping workshops to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, SCAG will consult with affected agencies on resource maps and inventories for use in the EIR analysis.

SCAG will consider the issues raised during the NOP period and scoping workshops during its preparation of the EIR. Subsequently, as soon as SCAG completes the Draft EIR, SCAG will file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period. SCAG will seek written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, SCAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. SCAG will respond to written comments received prior to the close of comment period and make technical corrections to the Draft EIR where necessary. SCAG's Regional Council will be requested to certify the Final EIR, and SCAG will file a Notice of Determination (NOD) within five days of Regional Council certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), SCAG will also consult with federal agencies as appropriate during the preparation of the CEQA environmental document. Additionally, the involvement of federal agencies in the RTP can link the transportation planning process with the federal NEPA process. It should also be noted that while the RTIP is not required to formally comply with the CEQA provisions, RTIP is an integral part of the RTP and represents the near term actions proposed in the RTP and therefore CEQA compliance associated with RTP inherently addresses the RTIP. As the projects in the RTP and RTIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

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.

In addressing the requirements of the AB 1246 process, the multi-county designated transportation planning agency convenes at least two meetings annually of representatives from each of the five 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, information and input to key decisions in the regional transportation planning process.

Goal 3: Disseminate clear, concise and up-to-date 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 and 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, information and input to key decisions in the regional transportation planning process.

- Utilize SCAG's website 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 website, 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 (representatives of the 14 subregions) 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 up-to-date 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, website 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 website at www.scag.ca.gov. Encourage public involvement on the web site. Ensure that the information provided is up-to-date, 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 website. 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, and 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, 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 and to mitigate traffic congestion and air quality.

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), SCAG's contact database system. 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.

- Utilize SCAG's existing online survey programs to conduct outreach on public opinions of community interests to obtain feedback 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 and stakeholders early in the planning process and again later to determine the effect 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***

Appendix "A"

Strategies, Procedures and Techniques for Public Participation Related to the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP) and Overall Work Program (OWP)

SCAG's recently adopted 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. For purposes of the Plan, "public" is intended to mean "Interested Parties" including citizens, affected public agencies, and other interested parties as identified on page 7 of the Plan.

This Appendix "A" to the adopted Public Participation Plan is intended to provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, RTIP and OWP, as further described in Sections 2, 3 and 4 of this Appendix "A," respectively. The interrelated goals identified in the Plan suggest that a coordinated approach to public outreach is best in seeking to spread a consistent message and increase public awareness of SCAG's planning efforts. In each of our planning efforts, we need to communicate with the public who SCAG is and what we do, the challenges facing the region and the time constraints of the various planning activities. SCAG also seeks the public's feedback, active participation and input in developing our plans.

SECTION 1. DEVELOPMENT OF STRATEGIES, PROCEDURES AND TECHNIQUES

SCAG staff consulted with a range of interested parties as required by SAFETEA-LU in developing the public participation strategies, procedures and techniques noted herein. SCAG has made significant efforts to reach out to interested parties, encourage feedback, and involve interested parties in the development of the Plan's strategies and procedures and will continue these efforts in future updates to the Plan. Specifically, SCAG solicited comments and feedback from the county transportation commissions, subregional organizations within SCAG, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings, telephone communications and website postings encouraging individuals to get involved with developing these strategies,

procedures and techniques and the Public Participation Plan, in general. For the first time, SCAG also conducted a web-based survey which asked several questions to help SCAG determine how to improve public participation. This survey was emailed to 3,600 individuals within SCAG's contact database system with valid email addresses of potential interested parties (see Appendix B for a summary of the survey results and how the results will impact development of future RTP and TIP cycles). SCAG engaged in interagency review by sending letters to over 200 affected agencies and organizations to seek input on the proposed strategies, procedures and techniques. Finally, SCAG continues to solicit feedback through an online Public Participation Form and a Public Participation Survey found on SCAG's website.

SECTION 2. REGIONAL TRANSPORTATION PLAN

Federal and state laws require SCAG to prepare a long-range Regional Transportation Plan, or RTP. The purpose of the RTP is to combine transportation policies and projects to: address mobility and congestion throughout Southern California, coordinate a balanced regional transportation system, identify adequate funding for transportation projects, and meet federal air quality requirements.

A complete update of an existing RTP is required every four years, and SCAG is currently undertaking the development of the 2008 RTP to provide Southern California with a comprehensive vision for its transportation future to the year 2035. In terms of strategies, procedures and techniques for public participation regarding the 2008 RTP, the tasks are broken down into three phases: pre-Draft RTP, post-Draft RTP and post-Final RTP, as noted below. SCAG intends to update this section of Appendix "A" prior to commencing each RTP update to reflect appropriate changes.

A. Phase 1: Pre-Draft RTP (April-October 2007)

Establish Regular "All Hands" Outreach Coordination Team Meetings: (April-October 2007).

While outreach activities have been ongoing since the adopted 2004 RTP, the single most important element to fostering and maintaining a fully-integrated agency outreach effort is to schedule and hold regular coordination meetings with the principal staff in all planning areas and consultants associated with each of the various outreach efforts. Key staff has already been identified, which includes members from SCAG's Communications, Member Relations and Planning Divisions. An initial coordination session was conducted on April 24, 2007.

- Outreach coordination meetings will provide important opportunities (1) to brief all members of the outreach coordination team on overall outreach goals and strategies; (2) to inform the team of upcoming outreach forums and other key milestones; and (3) to identify strategies and specific work tasks that can either be shared or can accommodate multiple outreach objectives.
- Schedule outreach coordination meetings on a bi-weekly basis. Initially, the focus will be on establishing unified outreach goals and formalizing team member roles. Subsequent sessions will be directed at identifying new opportunities for public presentations and proactively securing speaking engagements. Review progress and ensure implementation of the Public Participation Plan strategies.

Update Existing Presentation Materials: (January-October 2007).

Many of the needed PowerPoint presentations have already been prepared and are currently in use. SCAG has developed PowerPoint presentations on all major SCAG initiatives and they are easily accessible by all staff. These presentations will continue to be updated as new information becomes available. Communications staff will continue to work closely with Planning staff to ensure a consistent look and message for all of SCAG's communications.

- Provide clear, consistent and concise primary messages for media and public involvement and interaction.
- Update technical and non-technical PowerPoint presentations as new information becomes available.
- Tailor specific presentations to meet the needs and interests of the target audiences.
- Maintain a library of all PowerPoint presentations developed, including making such presentations available on SCAG's website, if possible, in advance of meetings.
- Distribute hard copies of the PowerPoint presentations to audiences when conducting the presentations.
- Review and update all existing one-page Fact Sheets.
- Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.
- Review and update public feedback forms, both paper and web-based.
- Review and enhance web interface to encourage public education and feedback on the related planning efforts.
- Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year as new information becomes available.

Create New Presentation Materials: (July-October 2007).

Develop new materials to simplify the RTP and cater to subregional audiences. Traditionally, interested parties raise questions about proposed projects in their specific community. Materials that visually highlight the most prominent features of the Plan and are most relevant to audiences will most likely be read and recalled.

- Create an introductory, fold-out brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to "pop" to peak interest and enhance readability.
- Create 14 subregional maps that visually depict proposed projects of "subregional" significance.
- Produce the RTP on a CD to ease handling and ensure more efficient use of resources.

- Prepare press releases, calendar advisories, information regarding public workshops and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
- 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.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Enhance Website Capabilities: (June-October 2007).

- Create new web pages dedicated to the RTP, enhance navigation, and ensure information is up-to-date. Link to stakeholder web pages.
- Translate key RTP communications in English and Spanish on the web pages.
- Utilize SCAG's web site to provide information, conduct an online RTP survey, 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 access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletter, key PowerPoint presentations, data and other planning-related information.
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (January-October 2007).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
- Conduct an Environmental Justice workshop related to the RTP, and convene an Environmental Justice Advisory Group to meet as needed. This group would include representatives of community-based organizations, non-profits, and Tribal Governments from all parts of the SCAG region.
- 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 audiences, the disabled, Native Americans and students.

Coordinate Outreach Efforts with other Stakeholder Organizations: (January-October 2007).

- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Mail Notice of Draft RTP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP. Ensure that the public comment period is at least 30 days for the plan.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Together with subregional partners and other stakeholder organizations, 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.
- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.
- Keep interested parties informed with monthly progress reports during the plan development phase.
- Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.

Train Presenters: (May-June 2007).

- Brief staff members, SCAG elected officials and consultants on all materials available and how to present SCAG's messages to various types of audiences.
- Develop talking points on all PowerPoint presentations to ensure consistent message delivery.

Create an Outreach Schedule: (January-July 2007).

- Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.

- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- Hold any public meetings at convenient and accessible locations and times.

Maintain a Log of Outreach Efforts: (January-October 2007).

- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system. Such a log already exists and will be augmented as needed to ensure sufficient documentation.

Conduct Public Workshops related to the RTP: (September-October 2007).

- The Draft RTP Update is reviewed by SCAG's Transportation and Communications Committee as part of a public meeting.
- Announce public workshops in printed materials, on SCAG's website, and in local newspapers.
- Conduct at least three public workshops on the draft RTP. Schedule at least one public workshop in Los Angeles County, one in the Inland Empire and one in Orange County to ensure regional representation.
- Develop procedures for public workshops. Include the time to be allotted to each speaker and how the order of appearance is determined. Make arrangements for the submission of written statements in addition to verbal comments.
- Provide translation services at these public workshops, if needed.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (April-October 2007).

- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.
- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- 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.
- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (January-October 2007).

- Review and consider all public comments in the regional transportation planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.
- Respond to all comments received 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.

Evaluate Public Participation Activities: (October 2007).

- Evaluate public participation efforts at the end of phase 1 so that necessary modifications can be made for subsequent phases.
- Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.

B. Phase 2: Post- Draft RTP (October-December 2007)

Continue On-going "All Hands" Outreach Coordination Team Meetings: (October-December 2007).

- Schedule outreach coordination meetings on a bi-weekly basis to identify new opportunities for public presentations and proactively securing speaking engagements and to ensure implementation of the Public Participation Plan strategies.

Update Existing Presentation Materials: (October-December 2007).

- Revise existing materials as needed to reflect changes in data, information, strategies, and in response to comments received.

Create New Presentation Materials: (October-December 2007).

- Develop new materials, as needed, to simplify the RTP, cater to subregional audiences and reach ethnic segments of the region.
- Continue to 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.

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

Enhance Website Capabilities: (October-December 2007).

- Continue to utilize SCAG's web site to provide information, conduct an online RTP survey, 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 access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (October-December 2007).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.
- 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 audiences, the disabled, Native Americans and students.

Coordinate Outreach Efforts with other Stakeholder Organizations: (October-December 2007).

- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.
- Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers,

publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.

- 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 monthly progress reports during the post-draft plan development phase.

Develop an Outreach Schedule: (October-December 2007).

- Proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- Hold any public meetings at convenient and accessible locations and times.

Maintain a Log of Outreach Efforts: (October-December 2007).

- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.

Conduct Public Hearings: (November 2007-January 2008).

- The Draft RTP Update is released for 30-day public review.
- The Draft RTP Update is reviewed by SCAG's Transportation and Communications Committee as part of a public meeting.
- Announce public hearings in printed materials, on SCAG's website, and in local newspapers.
- Conduct at least three public hearings on the draft RTP. Schedule at least one public hearing in Los Angeles County, one in the Inland Empire and one in Orange County to ensure regional representation.
- 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.
- Provide translation services at these public hearings, if needed.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (October-December 2007)

- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Engage Tribal Government in the RTP processes through Tribal Government representation on SCAG's governing board and policy committees and through the Tribal Government Relations Task Force.
- 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.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Consider and Incorporate Comments Received into the Deliberations Regarding Proposed Plans and Programs: (October-December 2007).

- Review and consider all public comments in the regional transportation planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS), SCAG's contact database system.
- Respond to all significant comments received 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.
- Provide additional opportunity for public comment on the revised plan if the final plan differs significantly from the draft plan that was previously made public.
- Provide a summary, analysis and report on the disposition of all formal comments received as part of the final plan.
- Prepare Final RTP Update for adoption by Regional Council at a public meeting.

Evaluate Public Participation Activities: (December 2007).

- Evaluate public participation efforts at the end of phase 2 so that necessary modifications can be made for subsequent phases.
- Provide recommendations to enhance the outreach program and better serve the underrepresented segments of the region.
- Assess how effective the agency's communication strategies have been in impacting public policy. Conduct a survey of members, partners, stakeholders immediately after the release of the draft plan and again later after the adoption of the plan to determine the impact of the public participation effort.

C. Phase 3: Post- Final RTP (February-December 2008)

Update Existing Presentation and Printed Materials: (February-December 2008).

- Provide clear, consistent and concise primary messages for media and public involvement and interaction.
- Update technical and non-technical PowerPoint presentations as new information becomes available.
- Tailor specific presentations to meet the needs and interests of the target audiences.
- Maintain a library of all PowerPoint presentations developed.
- Review and update all existing one-page Fact Sheets.
- Review and update brochures, fliers and other publications relating to SCAG and SCAG's initiatives for general population distribution in concise, understandable, non-technical language.
- Review and update public feedback forms, both paper and web-based.
- Review and enhance web interface to encourage public education and feedback.
- Include articles on plans and programs in SCAG's eVision newsletter, produced eight times each year.

Create New Presentation Materials: (February-December 2008).

- Create a final brochure which visually showcases regional projects of significance. Highlights of the plan will be summarized and created to "pop" to peak interest and enhance readability.
- Revise 14 subregional maps that visually depict proposed projects of "subregional" significance.
- Produce the RTP on a CD to ease handling and ensure more efficient use of resources.
- Prepare press releases and reach out to the ethnic press by providing notices in English, Spanish and Chinese.
- 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.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Enhance Website Capabilities: (February-December 2008).

- Maintain web pages dedicated to the RTP and ensure information is up-to-date.
- Translate key RTP communications in English and Spanish on the web pages.
- Utilize SCAG's website 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 access to major SCAG publications including Your Guide to SCAG, the Benefits of Membership, Member Handbook, the Legislative Reference Guide, the eVision newsletters, key PowerPoint presentations, data and other planning-related information.
- Ensure that the information available is timely, easy-to-understand and accessible and that the website is compliant with the 1990 Americans with Disabilities Act.

Update Contact Databases and Advisory Groups: (February-December 2008).

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.
- Work with subregional coordinators and SCAG task force and committee members to expand current list categories to include all Interested Parties.

Coordinate Outreach Efforts with other Stakeholder Organizations: (February-December 2008).

- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Participate in regular monthly meetings with the CEOs of the county transportation commissions.
- Together with subregional partners and other stakeholder organizations, notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, website postings, email communications and other opportunities to participate, as appropriate.
- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.
- Expand the membership of some of SCAG's various committees, task forces and working groups to ensure inclusion of the broader stakeholders and interest groups identified in the Plan.

Create an Outreach Schedule: (February-December 2008).

- Even after the Plan has been adopted, continue to proactively contact groups to schedule speakers from the pool of available speakers, as appropriate, to meet the interests of the particular group.
- Continue the practice of attempting to get on other groups' agendas rather than creating meetings from scratch.
- Conduct presentations, hold briefings, workshops, hearings to diverse groups and organizations throughout the region.
- Hold any public meetings at convenient and accessible locations and times.

Maintain a Log of Outreach Efforts: (February-December 2008).

- Maintain a log of all agency-wide outreach presentations within CMS, SCAG's contact database system.

Reach Out to Traditionally Underrepresented and/or Underserved Audiences: (February-December 2008).

- Work with Member Relations staff and Subregional Coordinators to aid in identifying underrepresented segments of the region.
- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Evaluate Public Participation Activities: (February-December 2008).

- Continue to monitor outreach presentations and assess whether outreach efforts are being conducted throughout the region, including the outlying areas of the region.

RTP Amendments

An amendment is a major revision to a long-range RTP, including adding or deleting a project, major changes in project/project phase costs, initiation dates, and/or design concepts and scope. A RTP Amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and a determination that the change conforms to air quality requirements.

SCAG's strategies, procedures and techniques for public participation regarding RTP Amendments include, but are not limited to, the release of the proposed RTP amendment for a 30-day public review, posting of the proposed RTP amendment on SCAG's website, presentation of the proposed RTP amendment

before certain SCAG committees, review of the proposed RTP amendment by SCAG's Transportation and Communications Committee at a public meeting, and adoption of the proposed RTP amendment by SCAG's Regional Council as part of the public meeting.

SECTION 3. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCAG's Regional Transportation Improvement Program, or RTIP, is a capital listing of all transportation projects proposed over a six-year period. The listing identifies specific funding sources and funding amounts for each project. The proposed transportation projects are funded through a variety of federal, state and local sources. Projects consist of improvements such as, highway improvements, transit, rail, bus, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps to name a few. The RTIP must include all transportation projects that are federal funded, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The projects are submitted to SCAG by the five County Transportation Commissions and the Imperial Valley Association of Governments (IVAG). SCAG analyzes the projects to ensure that they are consistent with state and federal requirements. Federal law requires the RTIP be consistent with the RTP.

The following outlines SCAG's strategies, procedures and techniques for public participation on the RTIP. SCAG intends to update this section of the Appendix if needed prior to commencing each RTIP cycle to reflect appropriate changes.

A. RTIP Public Participation Process in the SCAG Region

At the outset, it should be noted that SCAG has a Memorandum of Understanding (MOU) with transit operators and each of the County Transportation Commissions (CTCs) within the SCAG Region. These MOUs specify the role of the CTCs with respect to approval of transportation projects utilizing federal, state highway, and transit funds within their respective jurisdiction. They are also responsible for transportation programming and short range planning in their respective county. As a result, the County Transportation Commissions transmit their approved County TIP to SCAG. As such the public participation process and coordination is a tiered process within the SCAG region. This tiered process initiates the public participation process at the CTC's county TIP development stage which occurs long before the development of the SCAG RTIP.

There are several opportunities for the public to review 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 review 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, and 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 A.i 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, including related cost estimates, 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, and approved by SCAG's Regional Council. All projects

programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described in Section A.i above. 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 iii. The Draft SCAG RTIP is noted for a 30-day public review, and a public hearing is held at the SCAG office. Notices of the public hearings are placed in the major newspapers throughout the SCAG region. SCAG conducts additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, the Los Angeles Sentinel, La Opinion, El Chicano Newspaper, the Chinese Daily News, and the Korea Times. The Draft SCAG RTIP documents are made 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 as part of a public meeting.

v. SCAG RTIP Updates

The RTIP is amended several times a year. This process is similar to developing the formal RTIP. Proposed amendments to the adopted RTIP are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP ensuring consistency with the various programming rules and regulations, SCAG electronically posts the proposed change(s) for public review and comment 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 the Transportation Conformity Working Group as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

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

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 website 15 days prior to transmittal to State and Federal agencies for approval. SCAG's website: www.scag.ca.gov	**RTIP Updates** SCAG processes amendments to the RTIP based on changes requested by the CTCs and IVAG.

C. Other RTIP Public Participation strategies, procedures and techniques

Enhance Website Capabilities:

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

Update Contact Databases and Advisory Groups:

- Review and update mailing lists for outreach efforts.
- Expand contact databases to include all Interested Parties identified in the Plan.

Coordinate Outreach Efforts with other Stakeholder Organizations:

- Support interagency coordination by continuing to participate in the monthly Transportation Conformity Working Group.
- Mail Notice of Draft RTIP availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTIP. Ensure that the public comment period is at least 30 days for the program.
- Participate in regular meetings with the county transportation commissions/IVAG in the coordination of the draft and final RTIP.

Conduct Public Hearing:

- Announce public hearings in printed materials, on SCAG's website, and in local newspapers.
- Hold any public meetings at convenient and accessible locations and times.
- Conduct at least two public hearings on the draft RTIP. Schedule at least one public hearing at the SCAG offices in Los Angeles.
- Where possible make public hearings available via video or teleconference.
- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Maintain a Log of Outreach Efforts:

- Maintain a log of all agency-wide outreach presentations within CMS. Such a log already exists and will be augmented as needed to ensure sufficient documentation.

- Review and consider all public comments in the regional transportation planning process.

- Record, track and maintain a log of comments and SCAG's response to the comments within the Communication Management Software System (CMS).
- Respond to all comments received in a timely manner.

D. 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.

The county commissions and IVAG working with the project sponsors within their respective county update project obligations for projects in their county through use of the SCAG RTIP database. SCAG then produces an annual listing of projects utilizing the SCAG RTIP database. In addition, Caltrans produces obligation reports for the MPOs which SCAG also makes available on its website as supplemental information.

E. RTIP Amendments

For the RTIP, SAFETEA-LU has provided two definitions of amendments. The following is a summary of the different types of amendments identified by SCAG and FHWA for the RTIP and the public participation requirements for each amendment type.

Category 1. Administrative Amendment (Administrative Modification)
An administrative amendment, or administrative modification as defined under SAFETEA-LU, includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for Federal Statewide Transportation Program (FSTIP) Modifications for a complete definition of administrative modifications.

Category 2. Formal Amendment – Changes that do not impact the existing conformity determination.

The category of formal amendments may include project cost changes that are greater than 20% of the total project cost or $2 million, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses.

Category 3. Formal Amendment – Relying on the existing Conformity Determination.
This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

Category 4. Formal Amendment – New Conformity Determination.
This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.

SCAG in consultation, coordination and collaboration with its stakeholders, partners, and interested parties have agreed that the above amendments will be circulated as prescribed in the following table:

Public Hearing - Public Review & Comment Period Requirement

Amendment Category	Public Hearing Requirement	Public Review Period # of Days
Category 1. Administrative	n/a	n/a
Category 2. Formal - Changes that do not impact the existing conformity determination	No	15
Category 3. Formal - Relying on existing conformity determination	No	15
Category 4. Formal – Requires a new conformity determination	Yes	30

SECTION 4. OVERALL WORK PROGRAM

Funding for SCAG's metropolitan planning activities are documented in an annual Overall Work Program (OWP) (also known as a Unified Planning Work Program), pursuant to federal requirements, 23 CFR 450.308(b)-(c), and Caltrans guidance.

The OWP is developed each fiscal year, and details the agency's planning and budgetary priorities for the following fiscal year. SCAG's federal and state funding partners (FHWA, FTA and Caltrans) must approve SCAG's OWP each year before it takes effect.

The following describes SCAG's strategies, procedures and techniques with respect to public participation on the OWP.

Adopt OWP Preparation Schedule and Work Programs Outcomes: (September-October).

- Regional Council adopts the OWP preparation schedule and work program outcomes for the coming fiscal year.

Develop Project Ranking and Selection Criteria: (November-February).

- SCAG develops project ranking and selection criteria and communicates to the subregional coordinators (representing 14 geographic areas within the SCAG region), resulting in the development of a preliminary work program.

Conduct Multiple Review Sessions: (November-February).

- SCAG consults with subregional coordinators resulting in the development of a preliminary work program.

Hold Monthly Meetings with Subregional Coordinators: (February-May).

- Hold monthly meetings with the subregional coordinators throughout the OWP development stages to keep them apprised of processes, solicit their feedback and address their questions and/or concerns.

Conduct a Budget Workshop: (February).

- SCAG staff conducts a Budget Workshop for the Regional Council and members of the public.

Distribute Draft OWP: (March).

- The Regional Council approves the Comprehensive Budget which includes the draft OWP. The draft OWP is distributed to all Regional Council members and the Regional Council approves the release of the document for a 30-day public comment and review period. The draft OWP is also placed on SCAG's website.

Distribute the Draft OWP for Public Comments: (March).

- Mail letters to over 300 City Planners, Planning Directors and other Planning representatives within the SCAG region, including subregional coordinators, CTCs and transit operators, and encourage their feedback on the draft OWP. Notify them of the availability of the draft document on SCAG's website.

Review and Consider Comments Received in the Final OWP Deliberations: (April).

- Review and consider all public comments in the OWP planning process.
- Record, track and maintain a log of comments and SCAG's response to the comments.

Adopt the Final Comprehensive Budget and Resolution Authorizing the Submittal to Funding Partners: (May).

- The Regional Council adopts the Final Comprehensive Budget and Resolution authorizing the submittal of the Final OWP to Caltrans and other funding agencies as necessary for approval. Caltrans must submit the recommended Final OWP to FHWA/FTA by June 1 of each year.

APPENDIX "B"

SUMMARY OF ONLINE PUBLIC PARTICIPATION SURVEY RESULTS AND IMPACT ON RTP AND RTIP OUTREACH

Background
In conjunction with the development of the Public Participation Plan Amendment No. 1 regarding the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), staff conducted an online survey asking for input on how to improve participation as well as sharing information, including meeting notification and other related issues. The survey consisted of 15 questions and was available on the web for 21 days, from June 18, 2007 through July 8, 2007. The survey was posted on SCAG's website as well as distributed via email to 3,600 existing contacts with email addresses in SCAG's contact database. The email also encouraged survey respondents to forward it on to others who might have an interest in it. In total, 376 surveys were completed.

Survey Respondents
The survey was not a random scientific sample, but more of an informal poll of existing contacts to SCAG. The majority (50%) of those who took the survey identified themselves as government agency staff. The second highest percentage (14%) identified themselves as concerned individuals. The remainder was then evenly divided among the categories of: elected official, community group member, other, and business person, all at around 8 percentage points for each category. The smallest group was for those identifying themselves as an environmental group member or staff, which was around 2%. Geographically speaking, the majority (55%) of survey respondents were from Los Angeles County. The remainder of the respondents were broken down as follows: 18% from Orange County, 8% from San Bernardino County, 7% from outside the SCAG region, 5% from Riverside County, 5% from Ventura County and 1% from Imperial County.

Summary of Results
The first question asked respondents to rate their highest transportation interests and priorities, the top three responses in order were: Reducing Congestion on Roadways, Addressing Funding and Financing Transportation Infrastructures, and Improving Public Transit (Bus and Rail Services).

In the second question, "What draws you to a SCAG meeting?", 68% answered if the meeting was at an accessible location and time, followed by 39% who responded if the meeting directly related to their work. This question also had a write-in response, which received 41 comments. Several comments included statements such as: "more panel discussions that help debate options," "good

meeting notification," and "knowing that if I take the time, my suggestions will be responded to and my questions will be answered. "

The third question, "Why else would you want to attend a meeting or event on transportation issues?", had only a write-in option, in which 189 comments were made.

After going through the written comments, two categories stood out as common reasons, 22% cited they would attend a meeting to learn and keep current on regional, local and transportation trends as well as a general interest in planning issues. The second highest response (16%) would attend meetings to ask questions, provide input that would be taken into consideration, and make a difference.

Another question asked about preferences regarding distribution of complex material. The majority (44%) responded with a preference for a live presentation with corresponding handouts, with the second highest response (33%) preferring information online for review in advance.

Because it was an online survey, those who completed it showed a preference for receiving their material electronically. Other than a meeting, a venue or forum, 43% selected web survey as the next preferred method followed by 40% who cited email comments. When asked, "What is the best way to share information with you?", 69% selected email notification.

When asked, "Do you feel that SCAG has provided reasonable public access to technical and policy information used in development of the Plans and TIPS?," 69% reported that they were satisfied or somewhat satisfied while 20% reported that they were not satisfied. The question also contained a write-in option that 12% opted for, in which three- quarters of the group stated that they did not know enough about SCAG to answer the question.

When asked, "How satisfied are you with SCAG's efforts to solicit public participation?," the majority (39%) answered that they were indifferent, with 31% satisfied, and 15% dissatisfied.

The last question stated, "If interested, please provide any additional comments in the box below." A total of 42 written responses were received. A few of the comments challenged SCAG to "provide the level of education that the Compass process did, so participants have a good understanding of the challenges before they are asked to make choices." Another comment captured the same sentiment but in a different way, "it is so rare to find a concerned individual with ready access to sufficient information in advance to provide meaningful input on the complete regional issues in which SCAG is involved. This is an issue that a

successful subregional process could help to address, but at present it is not happening in most parts of the region."

Impact on RTP/RTIP Outreach strategy
One of the first impacts on RTP and RTIP outreach efforts is that 183 people requested to be added to the outreach contact list. This growing contact list will be used for RTP workshop notification, RTP status updates and other correspondence related to the RTP via email.

Survey respondents indicated that they preferred materials in advance of presentations, as well as corresponding handouts to follow along with during the presentation. As a direct result of that input, SCAG will post RTP Powerpoint presentations on SCAG's website and let the meeting coordinator know in advance so that, when possible, they can notify meeting members of its availability for viewing and downloading. RTP outreach presenters, when possible, will also be distributing hard copies of the Powerpoint presentations for audience members to follow along.

In response to many comments received on the preference for an online survey format, a RTP outreach survey has been created. RTP outreach presenters, when appropriate, will include a slide in their presentation that cites the online RTP survey and how it can be accessed on SCAG's web site. Survey respondents indicated that they wanted more time for discussion and debate of the issues. Acknowledging that it is a tremendous challenge to convey all the necessary information for an educated debate, SCAG staff is working to shorten outreach Powerpoint presentations to allow for more discussion amongst audience members. However, this must be weighed against a number of other comments received encouraging SCAG to play a larger role in bringing regional issues to the forefront of the public's mind, and suggesting that SCAG take more of an active role as an educator.

In response to concerns about how public comments that are made will be handled and whether they will have any impact on the RTP and the RTIP, staff will include all formal comments and SCAG's response to those comments in the appendix of the Final Draft of the RTP. In addition, staff will post a summary of all comments received and SCAG's response to those comments on the RTP and RTIP on SCAG's web site as well as the monthly electronic RTP progress reports to the RTP outreach contact list and other interested parties.

To view other actions taken in response to comments received, please view the matrix in Appendix C that details the comments received on the Public Participation Plan and the Public Participation Plan Amendment No. 1 and SCAG's response to those comments.

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Public Participation Detailed Online Survey Results

In conjunction with the development of the Public Participation Plan amendment regarding the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), staff conducted an online survey asking for input on how to improve participation as well as sharing information, including meeting notification and other related issues. The survey consisted of 15 questions and was available on the web for 21 days, from June 18, 2007 through July 8, 2007. The survey was posted on SCAG's website as well as distributed via email to all existing contacts with email addresses in SCAG's contact database, the email encouraged survey respondents to forward it on to others who might have an interest in it. A total of 376 surveys were completed. The following is the detailed results of the survey, which includes open-ended comments.

Survey results will be considered in deliberations of the final Public Participation Plan Amendment No. 1, scheduled to go before the Regional Council on October 4, 2007.

Question 1: Transportation is an important issue concerning Southern California residents. In order to improve SCAG's public participation efforts, we would like to know your transportation interests and priorities. Please rank from 10 being your highest interest and concern, to 1 being the lowest.

Answer options	1	2	3	4	5	6	7	8	9	10	Rating Average	Response Count
Improving Public Transit (Bus and Rail) Services	11	21	22	29	39	35	35	41	42	40	6.32	315
Reducing congestion on roadways	20	11	18	17	20	14	26	42	48	106	7.32	322
Improving pavement quality and eliminating potholes	41	37	38	33	30	48	38	24	20	17	4.93	326
Addressing transportation's impact on the environment	19	25	25	30	33	45	40	34	39	29	5.93	319
Improving walking and bicycling conditions	37	36	31	50	26	25	32	28	32	20	5.1	317
Addressing issues of airport access and community impacts	38	54	61	36	29	25	26	30	20	5	4.38	324
Addressing issues related to freight and goods movement (port activities, trucking, railroads, etc.)	19	31	37	21	38	41	41	44	33	24	5.74	329
Addressing feasibility of High Speed Rail	78	35	29	32	32	23	29	24	17	26	4.52	325
Addressing funding and financing transportation infrastructures	10	17	20	23	34	26	40	35	55	56	6.76	316
Improving the integration of land use and transportation decision-making	13	16	20	34	45	42	32	45	32	35	6.18	314
Other (please specify)												49
											answered question	373
											skipped question	17

	Other (please specify)
1	10 Gold Line extension to Montclair
2	Note: your number 10 automatically cancels other 10's
3	In the early 90's the LACTC (now MTA) had a master plan for a multi modal transportation plan for the county. This needs to be resurfaced in light of today's problems.
4	Advocate for an integrative approach to regional planning using an urban ecology framework.
5	Please look into the MAG LEV research that has been done at CA State University, Long Beach. The project, ECCO offers innovative and healthy solutions for many of these problems.
6	Freeways which Cal Trans eliminates, i.e. #2 dead end on Glendale Blvd. and resulting out-of-LA traffic on adjacent streets and neighborhoods.
7	Traffic in West Los Angeles & widening/improving Interstate 5 from Downtown Los Angeles through Buena Park!
8	Reach ethnic non-English community
9	Addressing the almost non-existent rail service from the eastern end of the San Gabriel Valley and the Inland Empire to Orange County.
10	RTIP process

11	I don't have any others; however, I wanted to check 9 or 10 on several of the items above. I want the region to concentrate on rail. Adding freeway lanes does not take people off the roads. Additional lanes fill up as soon as they are built; the only way to relieve road congestion in the Southland is to concentrate on rail. Buses have been added; however, buses are not the answer because they take too long and they add to congestion.
12	As a participant in a number of transportation Task Forces, I must express disappointment at the way elected officials on the various task forces guide the processes to satisfy their own personal agendas, rather than displaying regional concern and prioritizing projects to actually deal with bettering transportation. I believe that SCAG Staff does and excellent job of gathering insightful data, but they are forced by elected agendas to present only that data that will further agendas or produce plans that conform to the desires of elected Task Force Members or insure that the data presented will guide Task Forces to conclusions desired by the participating elected officials. SCAG's role in preparing and presenting information relative to air commerce appears to have been instrumental in supporting the highly constrained volume used in guiding the LAX Master Plan.
13	Comment: "Addressing issues" is pretty vague and could include things I would not want.
14	Addressing construction of airport connectors via MagLev-Transrapid
15	Emphasize policies and requirements for telecommuting and compacted work schedules/flex time (9/80, 4/10, 3/12,etc). These types of policies will greatly assist in reducing congestion. Telecommuting, working out of home should be greatly encouraged, rewarded and required of companies of over a determined number of employees.
16	Create "inter-subregional" subcommittees for better cooperation regarding multi-region transportation improvements and projects.
17	In that this office does not have a Southern California location, it does not seem appropriate to respond to these questions.
18	Plan for an automobile's future.
19	Airport/rail integration to speed up passenger movement and increase airport capacity
20	Your buttons are not functioning. If you click on more than one time on any number, it erases the first entry. I cannot fill out the questionnaire at this point.
21	I think we need to design a HOV lane for carpoolers of more than 3. As it does take extra effort and coordination on a daily basis to be flexible with the carpool. We should have a reciprocating added benefit.
22	Public Education & Social Marketing on transportation issues including trip reduction, public transit, & safe driving practices. Also, more focus on employer transportation programs, rideshare programs & commuter benefits programs to reduce congestion & pollution.
23	Because improve the environment to encourage walking and bicycling will have a postivie impact on the health of southern California that should be of high priority. It will improve the health, the environment, and congestion (indirectly).
24	Traffic Control and Safety - protecting the public from themselves
25	monorails
26	Balancing neighborhood concerns over transportation project impacts with regional mobility goals. At present, neighborhood concerns end up trumping regional goals in too many cases.
27	I am very interested in the extension of the Gold Line to Azusa and on to the Ontario Airport.
28	Addressing noise impacts to residential communities.
29	Paratransit
30	Avalon is on an island so many of the issues do not apply.
31	The categories you provide are obviously not exclusive. It would therefore be a mistake to interpret e.g. high priority of congestion relief as something different than supporting public transport - which obviously could go mutually together.
32	No Larger Trucks!
33	Regional solution for the use of the area airports.
34	Improving trash removal along roadways and Best Management Practices to keep debris out of waterways.
35	Planning for saving of existing trees and planting more

36	Mainstream ITS
37	Why can't several issues receive a 10 score in this survey? I rate funding and financing a 10, improving walking and biking a 10, integration of landuse and transp. a 10 and public transp. a 10
38	NOT MAG LEV FOR HIGH SPEED RAIL!!! LOOK AT WHAT HAS WORKED FOR YEARS IN EUROPE - WHEEL ON STEEL
39	Include the needs of low income residents for affordable transportation
40	Several of these were critical and interrelated. The environment needs to be considered whatever is done, the commitment to improving current infrastructure, pavement quality, eliminating potholes is an ongoing issue. This makes the rating system disingenuous.
41	Finding out who at SCAG makes the population estimates that drive the call for more highways and thereby allows the population increase to occur. If the housing isn't there, the people won't come.
42	Please consider High Speed Ground Transportation as the correct descriptor. Do not mention the word RAIL anymore. Rail is not the technology to continue flubbing around with for City futures. Transportation requires energy WHAT KIND??????????????? Electricity is created by many things. This needs serious consideration. Maglev is the answer IF the correct energy source is chosen.
43	Temecula must complete local roads and improve current conditions using local CHEAPER solutions before wasting excess tax dollars on expensive freeway improvements.
44	Better Regional Planning to reduce congestion.
45	Having decision makers be accountable for their actions (or lack of) when making transportation choices
46	There is something wrong with your form. I couldn't select priority for some questions. It just erases automatically.
47	No Highspeed Rail - substitute Maglev
48	Top priority -- improving the timing of lights on city streets. More could be done with less money in this area than in any of the other areas listed above. The system by which lights get timed and checked is fundamentally broken and the result is the gridlock we see.
49	Improving the education, especially for youth, about alternative forms of transportation and demand managements

Question 2: SCAG has meetings to discuss transportation, community development and environmental issues as well as other related planning topics with stakeholders, or to ask input from the public. What would encourage you to attend meetings? Please choose two.

answer options	Response Percent	Response Count
Directly relates to your work	39.25%	146
Availability of meeting agenda and materials prior to the meeting	33.87%	126
Meeting is addressing transportation funding issues	16.94%	63
Interesting meeting topics	31.18%	116
Meeting co-sponsored by a familiar local group or entity	12.37%	46
Meeting provisions (e.g. transit reimbursement or parking validation, childcare, food, etc)	5.91%	22
Accessible meeting location and time	68.28%	254
Interested in knowing what is happening at SCAG	6.72%	25

With advance notice a translator is available and meeting materials are available in other languages	0.27%	1
Other (please specify)	11.02%	41
	answered question	372
	skipped question	18

	Other (please specify)
1	Have meeting agenda on-line.
2	It needs to be results oriented and not just another study.
3	Have it on the internet both live and a history of meetings. Use e-mail noticing of pending meetigns and agenda items.
4	I never know of these meetings.
5	Central location with convenient parking near facility or public transportation coming and going.
6	Reach ethnic grassroots community organizations
7	RTIP process
8	I don't attend your meetings because other members of my organization do. Then, they report to us about what you are doing. However, I do keep up with your website and issues.
9	Knowing that participation and the presentation of factual data has some bearing on the deliberations and outcomes of Task Force planning meetings.
10	More panel discussions that help debate options.
11	Do not live close enough to attend
12	We need more informative flyers on current incentives for ridesharing. It seems the only one I am aware of is $15.00 annual Starbucks gift card.
13	Hard to attend meetings, but would LOVE opportunities to provide INPUT via surveys and being kept informed through e-mails
14	Availability of readily-understood background information on issues to be addressed, well in advance of the meeting.
15	Knowledge that the meeting is happening
16	Virtual meetings so I don't have to travel to get to the meeting.
17	Knowledge in advance of the existence of meeting. Amongst the general public, SCAG is a mysterious entity not unlike the Tri-lateral commission or something.
18	Widespread dissemination of calendar of events
19	Internet based information regarding reports and materials at the meeting
20	Because we are an island city time and location are critical so that a round trip can be made in one day
21	Transparency on how my input will flow into the process of defining transportation priorities. Do I have to hope for some awake listeners, or will my comments go into a protocol and someone in the administration is actually required to take note of it?
22	Rail vs. Truck Transportation
23	Specific goals/outcomes of meetings identified. Purpose and actual action contemplated as a result.

24	Hard to imagine that I'd go. Southern Calif. planning is a sport for insiders. I'm not an insider, and don't have the ability to leave my life behind to devote myself to meetings about urban planning. The only people who can afford this are the left-wing nuts who have no lives. Sorry.
25	Good notification of meeting schedules!
26	Almost all of the above.
27	Use Webinar meeting format
28	To assure that public input makes a difference -
29	Transit accessible locale.
30	Knowing that if I take the time, my suggestions will be responded to and my questions will be answered.
31	Newspaper article in LA Times or local papers.
32	Meetings should be held for a purpose. Therefore, an evaluation method for instant voting by attendees should be available --- instantly when the meeting comes to an end. How does one judge the decisions emanating from the meeting? Does the meeting advance the purpose?
33	If Participation is actually valued and acted upon
34	Refreshments.
35	More public outreach
36	The announcements never get to me, or get to me very late!
37	Topics directly related to my work, funding and programming of projects
38	As an addition: in order to know whether the agenda relates to my work or is interesting, I would need to know the topics in advance (second choice).
39	Meetings tend to be dominated by a few vocal people who have unique agendas. Better management so all voices are heard and so agenda items are dealt with swiftly would go a long way toward making them more appealing.
40	I have attended regional transportation meetings over the years.....but I'm not willingto drive an hour to do so. Accessibility is the key.
41	Ability to watch meeting remotely.

Question 3: Why else would you want to attend a meeting or event on transportation issues? Please describe.

answer options	Response Count
answered question	189
skipped question	201

Respondents

1	Information on how it directly affects Monrovia and surrounding cities
2	To better represent my constituency as a City Councilmember
3	If subject has direct relationship to quality of life in our community.
4	If I thought my input might actually impact decision makers. {I used to regularly attend a lot of transportation meetings every month}
5	I think this is the most important issue for the citizens of Los Angeles County.

6	In the hopes of seeing an actually participatory and stakeholder-based decision making process emerge at SCAG. (You're way too top-heavy in your decision processes.)
7	To see if I could address some issues - make suggestions
8	Meeting location and time.
9	Personalize it so that it relates to me. A proposal for widening the 405 has recently generated great interest because it could have a direct relationship to someone's home. How can we connect with real, to be affected, people?
10	Airport or Aviation Related
11	To learn more about the interrelationship of SCAG's role with that of MTA.
12	To see how transportation issues in new development areas outside the City limits can be addressed to minimize traffic impacts on our City.
13	Improving the goods movement from ports and ports of entry along the Border Mexico/US
14	We have to work together to address the enormous social and financial costs of congestion.
15	Update on efforts by SCAG on solving/mitigating regional highway/freeway congestion.
16	To provide my thoughts and opinions and hear plans for the future.
17	To make sure SCAG does not establish programs unacceptable to local government.
18	It's a personal interest.
19	When it directly impacts my community.
20	To obtain pertinent information on how to develop better transportation plan.
21	Ability to result in an improvement to my commute
22	To be a part of the decision making process.
23	Availability of funding
24	Availability of meeting agenda and materials (I can only check two above, but this would be my third most important factor).
25	Discussion of air quality issues
26	Demonstration projects
27	A focus on dealing with real world issues that incorporates all of the stakeholders in the discussions to discuss pragmatic solutions.
28	To know what the future brings.
29	To know the type of problems/hurdles other cities/counties deal with and learn from them.
30	If attendance would make a difference: direct input or contact with decision makers (not staff).
31	See other in #1 above.
32	PROFESSIONAL INTEREST
33	Learn about funding opportunities and opportunities to link improvements on a regional basis.
34	Work with seniors and transportation is an issue of concern for them.
35	If it were very clear that the input of the participants would be taken very seriously. The format of the meeting would need to encourage real deliberation as one indicator of this level of seriousness.
36	Issue pertaining to our specific region
37	Issues in San Diego and Imperial Counties

38	Actually have an impact, rather than a public participation process that exists only so that it can be said that there was one.
39	Discuss a Multimodel System to reduce congestion and dedicated truck Routes
40	Availability of meeting agenda and materials prior to the meeting
41	Because I am sick of the traffic!
42	If the input and outcome of the meeting made a difference in policy or issue management
43	Impact on the disabled.
44	Topics such as new or amended statutes relating to transportation and affecting Cities. CMP training, RTP incorporation with Housing Element.
45	N/A
46	Learn how other agencies face similar challenges
47	That decision makers are in attendance.
48	If the issues impact my life quality and improve the transportation within the Southern California.
49	I go to meetings about transportation issues other than SCAG (see answer above) such as the CA High Speed Rail Authority. Last week, I attended the annual International Air Rail Organization in LA.
50	To be better informed so as to develop strategies to help influence planners to accommodate the realities of transportation demand in the plans.
51	I would attend only if I thought that I could somehow have an effect on the outcome.
52	Availability of meeting agenda and materials prior to the meeting.
53	I would like to encourage SCAG choose some pilot low-income neighborhoods and do a thorough study of their needs, from adequate parking places at apt. complexes, to crossing busy intersections with more than two small children, to workplace and worktime issues, and experiment with vouchers, etc. to see how such a community could get its needs met most effectively.
54	To know that the meeting content will be object and with no spin. To know that the presenters are trustworthy. Citizens at large do not trust government.
55	Directly affecting my community
56	Tied to my local community and area's needs
57	Keep politicians honest!
58	See progress of interesting topics
59	I would only attend such meeting if it is necessary to get a project done. The government and officials should be able to get the projects on the books done without a lot of community input--many of the same projects are just repeated each year. There aren't that many new projects being proposed when the list of projects waiting for funding is huge. I don't think more meetings is the answer--action is the answer--make sure that obstacles are removed to getting projects built.
60	I would attend if SCAG demonstrates that it takes seriously the advancement of bus transportation. Bus systems should provide an alternative to single-occupant or carpool automobile transportation, in substantial volume. SCAG should actively promote the discussion and development of increased bus services throughout So Calif.
61	More panel discussions of varied viewpoints: e.g., is it better to spend money on maglev or other transportation modes or freeway improvement?
62	Interested in knowing what happens at SCAG
63	If it impacted what is the next future.

64	To ensure that the concerns and priorities of transportation professionals who are expected to design operate and maintain transportation infrastructure in a manner which gives optimum support to a safe, environmentally sensitive, efficient and economically sound practices are heard.
65	Forum in which agencies in a subregion could meet to discuss issues that cross agency boundaries.
66	Ultimately, transportation planning and management are significant quality of life and economic issues
67	Project management options.
68	I would attend if I could significantly influence decisions.
69	I have been ridesharing since 1990 and have only seen reduced incentives. It seems that the incentives are mainly for new riders. I think there should be extra incentives for tenured carpoolers/ridesharers to keep them motivated.
70	To review overall regional planning strategies
71	If it was tied into broader questions of regional quality of life and standard of living
72	To network with other industry professionals and policy makers.
73	I wouldn't know about online participation?
74	I work as a State Transportation Planner
75	Improving transportation infrastructure, especially connecting the Green Line to LAX, and the LAX Master Plan, are salient issues that affect us all.
76	Concern over impact of transportation on my community: congestion and delay, noise, air quality, etc.
77	To understand the county position on moving projects forward for funding and to initiate more serious implementation of projects recommended in the RTP.
78	To share success stories, help to brainstorm improvements, & be aware of the directions that SCAG is moving in for future planning.
79	Meetings or seminars on how to obtain funding for transportation and land use projects. Develop partnerships or consortiums to advance transit/land use projects.
80	SCAG has wonderful mission. However, at the local level, it is very ineffective.
81	I am concerned about the effects of transportation on the environment and look forward to SCAG taking a leading role in the development of a Maglev system.
82	Quality speakers
83	If SCAG was truly receptive to input, a meeting would be a 2-way street worth traveling. I would be seeking to both receive and to provide educated "input".
84	As it relates to my business
85	n/a
86	Ability to influence outcome.
87	The final outcome of the issue to be discussed has a direct bearing on the helath, safety, welfare interests of the jurisdiction I work for.
88	Since I am in Sacramento, phone and/or video conference arrangements would help.
89	Water and coffee would be nice
90	Interested in public transportation research and innovation as well as opportunities to demonstrate the effectiveness and financial viability of new approaches.
91	Directly relates to community involvement
92	To understand how topics would relate to comprehensive planning issues such as housing and employment

93	If it were really important, i.e., not a waste of time listening to people sound off. If my contribution were needed for more than just another opinion.
94	Would like to know what the future has in store.
95	Interest in participating in regional solutions to traffic congestion and its impacts on goods movement.
96	If it addressed policy and not just planning.
97	Promote regional land use/transportation planning
98	If I believed that serious input was desired and not mere validation of decisions already arrived at.
99	Would weigh impact on us specifically Would probably have appropriate staff cover
100	When the project has begun. From inset, description of and pertinent findings of actions. Also, a list of other projects involving same project.
101	Directly relates to my job responsibilities.
102	Allow the audience / participants to interact, such as to give ranked preferences for alternative transportation strategies (having some estimate of effects of each).
103	Transportation is an issue that affects every person in this region. Need to know the who, what, where, when and how!
104	To discuss leveling the playing field with all carriers. Union and non-union a like
105	Update on issues, policies, programs
106	If there was direct implication to the availability of funding for open space and park acquistion and development.
107	Funding for improved ferry terminal facilities on the island
108	Because transportation planning in LA has been either inexistent, incomplete, or just simply incompetent. There is a transportation crisis and the big problem is that everything has been planned around the car. So I guess my motivation would be to point out that the car failed us badly when it comes to move millions of people within one city where we also are supposed to live in, besides commuting for hours.
109	Interest in furthering transportation alternatives - walk, bike, transit. Changes to the built environment to favor non-car transportation.
110	Keep the presentations short and concise, quick debate and move on to the next topic.
111	Highway safety
112	The great need to address cycling and pedestrian issues.
113	If I knew that public input would be substantively integrated into the RTP/RTIP, if it was made clear the role this would play and if there were opportunities for me to see the results of public input.
114	I live near LAX and anything that address the issue of traffic to and from LAX is important - especially if you are stressing public transit (which I am a strong advocate for)
115	I live in a community that is heavily impacted by airport traffic both in our streets and over our heads.
116	Regional funding issues

117	If I think something specific is being done
118	Good guest speakers, experts and decision makers, so we can directly grill them about their dumb transportation policies that got us in the current mess. Get Doug Failing, Rick Thorpe, city councilmen, county supervisors, MTA board members, etc.
119	To make sure that community/grassroots participation and partnership is a critical piece of planning transportation initiatives.
120	To be abreast in transportation issues involving certain areas and how they could possibly affect the community
121	Question is unclear.
122	When decision-makers will be present.
123	Understand and gain knowledge on changes that will affect my community and jurisdiction.
124	coordinating bike lane routes and transit
125	To discuss a project that directly impacted my commute or neighborhood.
126	Because it pertains to my neighborhood - Westchester
127	One of the most important planning issues affecting Southern California.
128	To hear about issues that impact the City I work for.
129	I am a transit rider, and I believe I have insights to using transit that many others, including SCAG, don't.
130	Only if input from me would be welcome.
131	To hear about planned development
132	To receive timely information on any and all funding possibilities for local transportation issues
133	Possibility to affect policy
134	To address local concerns and understand how solutions were being addressed on a regional level.
135	There are so many impacts on my daily life: from traffic congestion, increased costs of goods and services associated with all of the stupid programs being put forth without a comprehensive plan, and one more hand in my pocket for tax money that should already be there from other sources.
136	When related to my work.
137	Transportation is of vital importance to my constituents.
138	If I were selected to participate as a member of a focus group discussion.
139	If I believed it would actually accomplish something and was not a waste of my time.
140	Freeway congestion is it a critical level as well as negative impact on the environment and surrounding communities. Need serious money allocated to alternative transportation like trains and light rail.
141	Relates to transportation in my local community.
142	To understand the immediate impact on the local level and to be made aware of the time constraints needed to complete these projects.
143	n/a
144	It directly impacts our quality of life and economy

145	Continuing interest from my responsibilities years ago through the League of Women Voters.
146	Integration with current education possibilities.
147	To ascertain what SCAG believes its role is on a particular issue.
148	Transportation security is an issue.
149	To discuss the relationship between transportation and affordable housing.
150	I would attend to learn about issues and or concerns affecting community.
151	Movement from process to implementation. Assurance of information that is timely, easy to understand, accurate, and meaningful.
152	It would provide me with information necessary to do my job such as implementing state or federal regulations.
153	To provide input and facilitate dialogue.
154	I would want to hear from all the players. Bus Riders, Train Riders, the Governor's office, Cal Trans people, County administrators, and finance people.
155	I am sick of sitting on the freeways and it seems to only be getting worse. Since it is difficult to move closer to work I would like to explore other options.
156	Same answer. People have a limited amount of time for such things, so your events have to create relevance in order to successfully compete with other demands on their time. Why should I come if it's just going to be another SCAG report that ends up on the shelf?
157	Transportation issues are crucial and set the stage for future livability in southern California
158	To encourage congestion pricing and the increases in prioritizing public transit development and use.
159	To resolve the political problems of future regional high speed transportation and existing ground transportation. How can one move forward into a transportation future when Northern and Southern California opposes one another as to what technology to choose? Rail or Maglev?
160	Seek action on completing dedicated roads that have not been completed yet and that would alleviate traffic jams as intended for.
161	Because of my on-going interest in this topic and possible solutions.
162	If the topic may have an impact on our community.
163	To help address congestion and other transportation and regional planning issues
164	Because of the importance transportation is to cities & counties.
165	A proposal affects me directly.
166	Our culture needs to properly identify the meaning and importance of different modes of transportation in our life and address what it would take to make some major changes in our current lifestyle.
167	To be sure funding is spent appropriately
168	If I could make a difference - I don't necessarily need to learn more, I would like to influence policy if I am going to spend my time in a meeting.
169	n/a

170	Directly relates to my community
171	SCAG needs to educate local agencies officials and their staff about real issues in transportation and Air Quality. SCAG should play its roll as a "Technical Agency" not a political one.
172	Learn more detail that could help my jurisdiction
173	I'm interested in transportation as a citizen, plus I work for the state DOT & am interested for my work.
174	Has an impact on my neighborhood.
175	?
176	If it would have direct impact on the decision-making -- ideally, therefore, attended by all level of decision-maker in Southern California.
177	When it involves taking of private property.
178	Improvement of services, in all aspects.
179	Addressing important legislature relating to transportation issues.
180	Discussions or presentations dealing with innovative or progressive community minded strategies/alternatives
181	If it will directly effect my transportation patterns.
182	If the meeting were considering local and/or regional transportation planning issues, funding etc.
183	Regionally significant topics
184	Because SCAG might actually make something happen, which it has never done. It does plans, boasts about its plans, and accomplishes nothing.
185	Legislative changes affecting public transit in its many forms.
186	To encourage use of more varied transportation option acceptance
187	If issue(s) applies to my work, I want to know everything I could about the subject, issues involved
188	Meeting during non-peak commute hours, to facilitate travel.
189	NA

Question 4: When do you prefer to attend a meeting? Please select one.

answer options	Response Percent	Response Count
During business hours	65.49%	241
Evenings	25.27%	93
Weekends	5.98%	22
Other (please specify)	3.26%	12
	answered question	368
	skipped question	22

	Other (please specify)
1	Weekends and Lunch options. Weekends and Lunch options allow for people to take MetroLink and the Red-Line to meetings!
2	Around lunch time to avoid the AM and PM peak hour traffic, if at SCAG offices in LA. If near where I work, in Orange County, business hours would be fine.
3	I am flexible.

4	During business hours, but not before 10:00 a.m.
5	Downtown Los Angeles
6	Mornings
7	Make it central to a subway station, which is the only way to cut through rush hour traffic.
8	Doesn't make a difference.
9	I would like to attend on weekends and weekday evening.
10	During business hours and evenings if possible.
11	Evenings would have to be within 15 mi. of home. Weekend could be 21 to 40 mi.
12	flexible and should be offered at various times for various work schedules

Question 5: How far would you travel to attend a meeting? Please select one.

answer options	Response Percent	Response Count
1 to 10 miles	31.61%	116
11 to 20 miles	35.42%	130
21 to 40 miles	10.63%	39
Over 40 miles	4.09%	15
As far as necessary if meeting integral to work	18.26%	67
answered question		367
skipped question		23

Question 6: How do you prefer to have complex material presented to you? Please select one.

answer options	Response Percent	Response Count
Information online for review in advance	32.79%	121
Live presentation with corresponding handouts for you to follow along with	44.99%	166
Map or Visual Aid	11.38%	42
Web or audiocast	6.50%	24
Other (please specify)	4.34%	16
answered question		369
skipped question		21

	Other (please specify)
1	Online pdf + powerpoint download
2	Information is advance would be very helpful to facilitate better discussion.
3	Powerpoints, and corresponding handouts.
4	Live meeting with information available in advance; e-mail notification and web access is generally acceptable, but large color documents should be printed and distributed in hard copy.
5	Live presentation with handouts if I attend. But an email with accompanying visuals if I am not attending.

6	A combination of advance information for review, maps and visual aid, panel discussions.
7	Combination: Maps and other info online
8	A combination of online review in advance, mapping, a presentation, pointed changes, problems and given corrections. Also ideas from public.
9	All of the above (i.e. your survey should have been set up for multiple options here)
10	All of the above - I especially like a live presentation with information on-line (items 1 and 3 above)
11	The question isn't asked properly. Why choose just one? Info should be available online for review in advance, and then there should be a live presentation with plenty of time for Q&A.
12	Email or web info is OK
13	I'm not interested in having a boring PowerPoint read to me, but would like to see a combination of live presentation and maps or visual aids.
14	any of the above as appropriate to subject material and issues under consideration...DISCUSSION and open forum should be included for the public
15	All of the above
16	Complex materials can be provided through all of these options, and I've used maps, live presentations and handouts, and maps, and on-line studies to do research for our local community. For example, the availability of the 101 study on line was a great help.

Question 7: Other than a meeting, what venue or forum would you most likely use to express your views? Please select one.

answer options	Response Percent	Response Count
Web Survey	42.74%	156
Mail Survey	4.11%	15
Email comments	40.27%	147
Letter	6.85%	25
Blog	2.74%	10
Other (please specify)	3.29%	12
	answered question	365
	skipped question	25

	Other (please specify)
1	I would prefer an e-mail comment, except that in my experience, SCAG is not very good at taking account of comments from outside the internal decision process.
2	Presentations at City Council Meetings.
3	Open to all formats that are useful.
4	Slideshow presentation
5	The Compass workshops are, by far, the best forum SCAG has presented to engage the public collaboratively

6	Look, I feel that I have been disenfranchised. I live in Santa Monica and am not a left-wing nut nor am I an insider who spends hours and hours thinking about urban planning. I just live here, am just a businessman, and feel I have no representation that speaks for me. Frankly, if you planners had to compete in the real world, you'd go the way of the LA Times - down.
7	Again, there is no reason why SCAG can't use multiple methods. I prefer blogs, web survey, and e-mail comments, but most importantly I will choose the method the guarantees me a response.
8	Email if one gets a very short response.
9	again all the above are applicable depending on the issue or material to be presented
10	Phone interview
11	Prefer meetings
12	My views are best expressed quietly. Blogs, emails, and surveys don't allow anyone to be nuanced.

Question 8: What is the best way to notify you about a meeting? Please rate each item below from extremely poor to excellent.

answer options	Extremely Poor	Poor	Average	Good	Excellent	Rating Average	Response Count
Email notice	3	1	11	66	285	4.72	366
Postcard or letter	10	33	73	185	45	3.64	346
Ad in newspaper	193	87	47	12	2	1.66	341
SCAG eVision newsletter	28	100	116	75	20	2.88	339
SCAG's website	56	121	105	49	13	2.54	344
						answered question	370
						skipped question	20

Question 9: SCAG would like to keep you informed of its work. What is the best way to share information with you? Please select one.

answer options	Response Percent	Response Count
Email	69.27%	257
Regular mail	6.47%	24
Webcast or Audiocast of SCAG meetings	1.89%	7
Website	4.85%	18
SCAG's monthly emailed newsletter, eVision	14.02%	52
Other (please specify)	3.50%	13
	answered question	371
	skipped question	19

	Other (please specify)
1	Local newspapers.
2	Email & Website
3	Newsletters and E-mails are best.

4	Pretty busy right now and I don't see the political will to fund transportation properly, so when there are some real political leaders that aren't afraid to lead, let me know. Otherwise, I'll pass.
5	If sent to my office, then "evision". If to residence / personal mail address, then a postcard.
6	Email notice of availability on website.
7	Email is good, but information is often too long and too complicated to maintain my email interest. Concise summaries with additional info available on request might be useful.
8	email ONLY if it is infrequent
9	link to information embedded.
10	I'm already in information overload. I would appreciate a quarterly newsletter mailed to me.
11	through OCCOG TAC
12	email newsletter with events calendar + weblinks to related materials (planetizen seems to have a well functioning model)
13	Email, regular mail and newsletters in hard copy format or sent out on line through email are the preferable ways to be kept informed. Being required to go to a SCAG or other entity's website is a last resort, rather than a primary resource, for information.

Question 10: Do you feel SCAG has provided reasonable public access to technical and policy information used in the development of Plans and TIPs? Please select one.

answer options	Response Percent	Response Count
Yes	26.70%	98
No	19.89%	73
Somewhat	41.69%	153
Other (please specify)	11.72%	43
	answered question	367
	skipped question	23

	Other (please specify)
1	Don't know
2	i just joined so i cannot comment on that at this time.
3	Don't know
4	Unsure, this is the first contact I've received from SCAG regarding Plans and TIPs.
5	I so not have adequate information to answer this questions
6	Undecided
7	I sure access is reasonable but most people including those in small city organizations do not have the time. Also general public probably would not understand SCAG's role in this process.
8	Somewhat - not all RHNA information has been readily accessible online.
9	Don't know.
10	SCAG doesn't contact me.
11	Not sure
12	Not previously involved
13	Don't know.
14	materials on Web site are incomplete, hard to find, or posted too late to be of use

15	Depends on which public. This is great except for the digital divide issue.
16	This is a good start.
17	Not familiar enough with past practice
18	Don't know
19	Unless you are on the mailing list or visit the website you may have a better understanding. I think talking to staff perons provides better information and understanding.
20	Would like easier to navigate web site.
21	It doesn't hold enough outreach meeting designed for the public in general.
22	Assumptions are often not mentioned.
23	No opinion. This is the first time I have been notified of anything.
24	Not sure.
25	There is a lot of information on the SCAG website, but in terms of informing non-technical folks, it would be helpful if the key documents were distilled into a more accessible form with explanation of how they fit into the RTP and RTIP processes.
26	Don't know. I haven't seen any.
27	Never heard a word of it. But, give me a break: you don't want to hear what I think, and that's just obvious.
28	Only if people take the time to find the information. It is there, but it takes an effort on the part of people.
29	I have no information from which to judge.
30	This is the first time I have heard of your plans to inform the voting public of your work.
31	Don't have any idea!
32	I am not a local resident, so I really have no immediate interest.
33	I am not informed about this
34	I cannot comment now, I am new to this organization information today.
35	Don't have a clue. I've been in government all my life and I don't think I've ever seen a SCAG report. Certainly they never end up on the agenda of the electeds.
36	Don't know.
37	Not proactive organization. Most ordinary citizens have no idea who SCAG is.
38	Don't have enough experience to respond.
39	I don't know.
40	Who Knows!
41	Don't know
42	Not familiar
43	I don't know enough to provide an objective answer to this question.

Question 11: How satisfied are you with SCAG's efforts to solicit public participation? Please select one.

answer options	Response Percent	Response Count
Extremely Satisfied	3.55%	13
Satisfied	30.60%	112
Indifferent	38.80%	142
Dissatisfied	15.03%	55
Extremely Dissatisfied	4.37%	16
Other (please specify)	7.65%	28
	answered question	366

		skipped question	24
	Other (please specify)		
1	No comment		
2	Again, I can't say. Although, I joined at the bike rally so there is outreach.		
3	Don't know		
4	Shrugged shoulders.		
5	Don't know.		
6	Public really has no clue what we are speaking about. It is completely full of jargon - be it a RHNA or a RHAM and if it is not immediately in their backyard will not respond to the meeting notice. SCAG is set up for the politicians, special interest groups and the bureaucrats rather than the local citizens.		
7	Not sure		
8	My satisfaction will ultimately be determined by what you do. If you demonstrate that you intend to engage in serious citizen participation with reasonable participation costs and reasonable benefits for participating, I will be extremely satisfied.		
9	Don't know.		
10	I am satisfied with the way in which SCAG solicits public input, but I am very much dissatisfied with the way in which elected officials making SCAG decisions ignore data in making their decisions.		
11	I really don't know the scope of it. I liked this method for myself.		
12	Was unaware that SCAG made any effort to include the public.		
13	Don't know		
14	No opinion.		
15	First Survey I've seen		
16	Don't know		
17	SCAG solicits from elected and other Policy maker Leadership. This isn't really "public" participation, so when "public" gets wind of some of the plans they wonder who in the world came up with them.		
18	Like you care.		
19	This is a really good start.		
20	I am unaware of SCAG's efforts and, therefore, am unqualified to answer		
21	I BELIEVE THE PUBLIC IS UNAWARE OF SCAG AND IT'S PROGRAM OBJECTIVES		
22	Don't know.		
23	Not really applicable.		
24	I am not informed		
25	I don't know what other methods have been used. What happens to those who do not have Internet access?		
26	I don't know.		
27	I'm encouraged by SCAG's outreach, and hope there will be more outreach efforts in the future.		
28	SCAG is useless.		

Question 12: How would you identify yourself? Please select one.

answer options	Response Percent	Response Count
Businessperson	7.84%	29
Concerned individual	14.32%	53
Elected official	8.65%	32
Environmental group member or staff	2.43%	9
Community group member or staff	8.38%	31
Government Agency staff	50.27%	186
Other (please specify)	8.11%	30
	answered question	370
	skipped question	20

	Other (please specify)
1	Research planner
2	CSULB educator
3	Consultant
4	Academic
5	Media
6	Consultant/concerned individual
7	Terry L. Cooper, Ph.D. The Maria B. Crutcher Professor in Citizenship and Democratic Values School of Policy, Planning, and Development University of Southern California
8	Transportation Planning/Engineering consultant
9	I am a businessperson, but I am also engaged in issues of transportation through membership in the Transportation and Aviation Committees of the LA Chamber, I(chair the Aviation and Transportation Committees of VICA and I am a VICA delegate to Future Posts. I am also a Member of the SCAG Aviation Task Force as well as the Transportation Finance Task Force, and I attend the SCAG ATAC.
10	University professor
11	Student
12	California taxpayer
13	Transportation research consultant
14	Professor
15	Educator
16	Consultant
17	Planning consultant
18	University Professor
19	Student. Formerly government official
20	Professor
21	GFWC California Federation of Women's Clubs. www.cfwc.org
22	Environmental consultant
23	I am on the staff of a govermnet agency but also a concerned citizen aware of and interested in transportation issues.
24	Student
25	Planning student.
26	University Professor

27	Urban Planning Student
28	Master Urban Designer
29	Professional and resident
30	Elected official staff

Question 13: What county do you live in? Please select one.

answer options	Response Percent	Response Count
Imperial	0.54%	2
Los Angeles	55.38%	206
Orange	18.55%	69
Riverside	5.38%	20
San Bernardino	7.80%	29
Ventura	5.11%	19
I live outside the SCAG Region	7.26%	27
answered question		372
skipped question		18

Question 14: SCAG will be conducting outreach on the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) in the immediate future. If you would like to be placed on the contact list for RTP and RTIP outreach events please provide your contact information below. Please be sure to include your mailing address, phone number and email address.

answer options	Response Count
answered question	183
skipped question	207

Survey respondents contact information is not being published but is being added to SCAG's contact database for future events and information regarding the RTP and RTIP.

Question 15: Thank you! You have now completed the survey. If interested, please provide any additional comments in the box below.

answer options	Response Count
	45
answered question	45
skipped question	345

Respondents (some comments were omitted from this report because they contained personal contact information)

1	Good format and questions. I like it sent by e-mail and the short survey
2	I live and work in the Victorville / Apple Valley portion of the High Desert. There are currently 3 east-west corridors across the Mojave River. Two of the three are in chronic gridlock. The residents could use immediate relief. Thank you.

3	I enjoyed being part of this survey.
4	SCAG staff needs extensive and frequent exposure to participatory decision making techniques. Most SCAG staff see their job as sharing information with the public, rather than as proactively soliciting input and ideas.
5	Keep up the good work.
6	People should designate areas of interest at the outset.
7	More trains to Oceanside on the Orange County MetroLink, please!!!!
8	Please limit the use my email address for communication.
9	I hope you will try to take advantage of the new technologies being developed for large scale deliberations by organizations like America Speaks. Please free to contact me about this--Prof. Terry L. Cooper, SPPD, USC
10	More training for TIP and RTIP and how to go through the grant process for obtaining Fed $$$. Step by step - I do not want to have to read the huge manual which is very complicated.
11	RTIP process needs improvement
12	I am away from campus until June '08, but thanks for setting this up.
13	Thank you!
14	Thank you for sending the survey to me.
15	Leadership requires discussion's on the future that are difficult, it is easy to follow the flow and have the future fail.
16	Good Luck
17	Please call me on Friday mornings as this my only free time to chat as my commutes the other days are extremely long and getting longer unless these types of programs are implemented.
18	SCAG covers the largest and one of the most dynamic regions in the nation, if not the world. It should be far more ambitious and high-profile in addressing the urgent environmental, social and economic challenges of our time. The somnolent days of working with local elected officials on bureaucratic policy documents that few participate in shaping and fewer still read are over. Wake up and smell the global challenges facing Southern California!
19	Thank you
20	The dissatisfaction noted above is not an indication that SCAG hasn't made an effort to reach out, but that it is so rare to find a concerned individual with ready access to sufficient information in advance to provide meaningful input on the complex regional issues in which SCAG is involved. This is an issue that a successful subregional process could help to address, but at present it is not happening in most parts of the region.
21	Important work -- keep it up. I hope you can make some progress with bicycle paths. The potential in LA is so high, but we've done so very little.
22	I only heard about this survey through word of mouth from a friend, not through SCAG directly. Hopefully, through this survey process, more people will be included in the public input process in the future.
23	n/a
24	SCAG is not well known to the public. It needs to spend time educating people that it exists and what it does. SCAG also needs to explain why what they do matters and list actually accomplishments it made during the last ten years.
25	Before encouraging higher density, so-called smart-growth strategies, ensure that such strategies truly reflect all elements of smart-growth, not merely high density.
26	Thank you for the opportunity to take this survey.

27	How good (over -- OR under) have been estimates of growth in outlying areas? Trends on direction of forecast error? How does trip-making vary by regional sub-areas (density, congestion, etc)?
28	Thanks for being pro-active
29	Your efforts are appreciated.
30	Thank you for asking for input! Let's strive for EXCELLENT public participation opportunities (not just "reasonable" opportunities). Compass was a very good example f what you can do. It is CRITICAL to provide the level of education that the Compass process did, so participants have a good understanding of the challenges before they are asked to make choices.
31	I was surprised to discover such high use of bikes for transportation in SCAG's lower income communities. It is important to create marked bike lanes to and along SCAG transportation routes.
32	Best of luck!
33	Suggest you consider holding a series of focus group meetings for representatives of groups that have an interest and some knowledge of key transportation issues.
34	Thank you for the opportunity to participate in this survey.
35	SCAG needs to do more!
36	SCAG needs to do a better of making itself relevant. My experience has been that its studies just get filed. I've never known an LA city council rep to SCAG to come back and say, "Here are 10 ideas that SCAG recommends, let's put it on the agenda." If they don't care what SCAG does, why should anyone else?
37	We need to fund expansion of mass transit providing a range of services. The funding increase must include operational expense for ingoing purposes.
38	n/a
39	Every stakeholder finds it uninteresting to deal with traffic light timing. And thus most traffic snarl ups can be traced to mistimed lights -- which never get fixed. A small amount of money spent on re-evaluating DOTs procedures in this area would reap big rewards.
40	What you do is vitally important to the future of southern California.
41	SCAG seems to pay little or no attention to the quality of life issues stemming from its regional transportation plans, especially in terms of the impacts to the built environment. SCAG is selling itself short by remaining reluctant to lead the region in pursuing sustainable transportation alternatives that realistically address the growing economic and environmental constraints of the region.
42	Thank you for asking me to participate in this poll.

APPENDIX "C"

SUMMARY OF COMMENTS AND RESPONSES TO SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT PUBLIC PARTICIPATION PLAN AND THE PUBLIC PARTICIPATION PLAN DRAFT AMENDMENT NO. 1

COMMENTS FROM FEDERAL AGENCIES	SCAG RESPONSE
#1 - From the Federal Highway Administration: SCAG's Public Participation Plan should include a narrative specifically identifying interested parties who participated in the process of creating the document and the process undertaken in the development of SCAG's Public Participation Plan.	SCAG has added language identifying the interested parties who participated in the process of creating the document (see page 6).
# 2 - Include comments received from the public as well as SCAG's response to that comment to be incorporated into the Public Participation Plan.	SCAG has prepared a matrix outlining comments received from the public during the public comment period for both the Plan and Amendment No. 1, as well as SCAG's response to those comments. The matrix is included as Appendix "C" to the Plan.
#3 - Identify the coordination with statewide public participation by briefly describing how SCAG works with its partners.	SCAG has added language describing the coordination with state agencies (see page 8) and resource agencies (see page 9).
#4 - SCAG to include a brief write-up of the web-survey as well as how the results will impact development of future RTP and TIP cycles.	SCAG has incorporated the impact of the electronic survey on the development of the RTP and the RTIP in Appendix B. A detailed summary of the survey results are also included in Appendix B.
#5 - RTIP Amendment in Appendix "A" discussion to clarify categories of amendments and how public hearing and review process was decided.	SCAG has addressed this comment in Appendix A, Section 3: Regional Transportation Improvement Program.
#6 - From the United States Environmental Protection Agency, Region IX: Include consultation for mitigation activities with Federal, State, and tribal wildlife, land management, and regulatory agencies under Consultation Requirements.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
#7 - Involve resource and regulatory agencies in key decision-making milestones during RTP development.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
# 8 - Outreach to resource and regulatory agencies when a large-scale regional or corridor study (for example, A Major Investment Study (MIS)) is identified for solicitation of early involvement.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
# 9 - Involve resource and regulatory and agencies during TIP development/amendments when substantial project modifications or new projects not previously identified in the RTP are expected to result in significant environmental or community impacts.	SCAG has added language to further clarify the coordination efforts with federal, state and local resource and regulatory agencies (see pages 6-7).
COMMENTS FROM STATE AGENCIES	**SCAG RESPONSE**
#10 - From Caltrans: On behalf of District 8, I request that SCAG incorporate language into SCAG's SAFETEA-LU FTIP Public Participation Plan to allow Caltrans to adjust our	SCAG discussed your request with FHWA. The result of these discussions is that FHWA agrees with SCAG that minor changes to exempt SHOPP project descriptions (not funding)

regionally "Exempt" SHOPP Lump Sum back-up Project Listings as described by Wade, Abhijit and Muhaned at yesterday's CFPG Meeting. I am particularly interested in the flexibility discussed yesterday to make minor changes to project descriptions, not SHOPP funding, on the 'Exempt" SHOPP Back-up project listings during SCAG's FTIP Formal Amendment public notice period. Do you have any concerns about my request? Before passage of SAFETEA -LU, I believe FHWA's LA Office insisted that during the 30-day public notice period for SCAG's Formal FTIP Amendments, the FTIP Amendment was to be locked down and no changes were to be allowed to any projects, not even to the SHOPP "Exempt" Lump Sum Back-up lists. Is my recollection accurate? If so, now that SAFETEA-LU is in effect, has that restriction been lifted by FHWA's LA Office?"	during the amendment public review period is allowed and covered under SCAG's existing policy.
COMMENTS FROM COUNTY TRANSPORTATION COMMISSIONS	**SCAG RESPONSE**
#11 - From the Orange County Transportation Authority: I thought that the Draft was great in the way that it laid out plans for how to get the public actively involved in the planning process, and it was a nice supplement to the PowerPoint presentation that you presented. However, I noticed that it seemed to be missing any concluding remarks after goal five. I just mention this because I remember that in your PowerPoint presentation, you had another quote similar to the Margaret Mead quotation at the beginning of the draft.	Comment noted. We have revised the document to include a closing remark to ensure consistency with the beginning of the Plan.
#12 - From the San Bernardino Associated Governments: We have reviewed SCAG's Public Participation Plan and do not have any comments/suggestions. Thx for letting us be part of this process.	Comment noted.
#13 - From the Los Angeles County Metropolitan Transportation Authority: On page 8, second line from the bottom – include the words "and input" after the word "access." Not only should the public be able to access key decisions, but they should also be able to provide input.	We have added the requested language to the copy.
#14 - From the Los Angeles County Metropolitan Transportation Authority: Page 12, first line – Is the term "subregional coordinators" defined prior to the usage on this page? If not, you may want to provide a definition before using it.	We have added the requested language to the copy.
#15 - From the Los Angeles County Metropolitan Transportation Authority: Page 12, fourth bullet point – In the last sentence, "Ensure that the information provided is timely, accessible and easy-to-understand"; it would be helpful to define the term "timely."	Comment noted. SCAG will make every effort to release information as soon as it becomes available being cognizant of the time needed for appropriate review and comment.
#16 - From the Ventura County Transportation Commission: Only one comment – the top line of page 7 refers to 4 commissions, shouldn't it be 5?	The copy now on page 10 has been revised to "In addressing the requirements of the AB 1246 process, the multi-county designated transportation planning agency convenes at least two meetings annually of representatives from each of the five

	commissions, the agency, and the Department of Transportation for the following purposes:"
COMMENTS FROM LOCAL RESOURCE AGENCIES	**SCAG RESPONSE**
#17 - From the County of Los Angeles, Department of Parks and Recreation: Thank you. No comments at this time.	Comment noted.
#18 - From the County of Los Angeles, Department of Parks and Recreation: We agree that transportation is an important issue concerning Southern California residents. We are most interested in the impacts that the transportation projects would have on the facilities under the jurisdiction of this Department including parks, recreational facilities/areas, and trails used for hiking, biking, and horseback riding. Specific impacts include, but are not limited to the following: • Potential loss or disturbance of existing open space and recreation lands; • Potential for transportation projects to cut off a neighborhood's access to a park or recreational area; • Potential noise impacts to park patrons as a result of transportation projects; and • Potential increase in air pollutants emissions (e.g. diesel/toxics) near a recreational or open space area.	Comment noted.
#19 - Generally, we attend public meetings to discuss and provide input on transportation projects that may impact the facilities under the jurisdiction of this Department. Factors that would further encourage us to attend meetings include accessible meeting location and time, and availability of meeting agenda and materials prior to the meeting.	Comment noted.
#20 - We prefer to attend meetings during business hours. We also attend evening and weekend meetings as necessary.	Comment noted.
#21 - With few exceptions, all of the meetings we attend are in Los Angeles County.	Comment noted.
#22 - We prefer that complex materials presented to us as follows: • Information online for review in advance; • Live presentation with corresponding handouts for us to follow along with; and • Map and other visual aids.	Comment noted.
#23 - We also prefer that hard copies of plans and other publications be made available to us on request. Although electronic files are generally available on compact discs and/or on SCAG's website, it is easier to review and comment on hard copies of documents sent directly to our office.	Comment noted.
#24 - Generally, we provide comments in formal letters sent	Comment noted.

via regular mail or e-mail to the requesting agency. We also comment in-person when testimony is necessary.	
#25 - The best ways for SCAG to keep us informed of its work are through regular mail and e-mail.	Comment noted.
#26 - We feel that SCAG has provided reasonable public access to technical and policy information used in the development of its plans and other documents.	Comment noted.
#27 - We regularly receive information from SCAG via regular mail and e-mail. We also visit SCAG's website on a regular basis and are generally able to locate the information or material we need.	Comment noted.
#28 - We are generally satisfied with SCAG's effort to solicit public participation.	Comment noted.
COMMENTS FROM SUBREGIONS	**SCAG RESPONSE**
#29 - From the Orange County Council of Governments: The Board of Directors of the Orange County Council of Governments, a joint powers agency comprised of 55 member agencies, reviewed SCAG's Draft Public Participation Plan at its meeting of February 22, 2007. In conjunction with this review, the OCCOG Board unanimously supported the Plan's purpose, goals and objectives to expand SCAG's current outreach efforts and engage a broader and more diverse group of stakeholders in the development of Regional Transportation Plans. OCCOG's Technical Advisory Committee also reviewed the draft Plan at its February 6 meeting, recommending unanimous support. The OCCOG Board of Directors found the draft Public Participation Plan to be comprehensive in scope, and supports the Plan's requirements to provide early and continuing involvement in Regional Transportation Plan updates and to provide complete information to stakeholders. With efforts currently underway on the development of the 2007 update to the Regional Transportation Plan, OCCOG looks forward to working with SCAG to ensure that the interests, concerns and recommendations of Orange County stakeholders are secured on the 2007 Regional Transportation Plan update.	Comment noted.
#30 - From the San Bernardino Associated Governments: In response to Amendment 1 to SCAG's Public Participation Plan, I would again suggest that the Plan should focus more on "SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation" (a quote from page 6 of the Plan) and less on SCAG as a stand-alone organization independent of implementing agencies and other members. It is simply not possible, given the size of the Region, for SCAG staff and consultants to be fully cognizant of how local perspectives color each small area's view of regional issues; instead this requires active participation by representatives who are grounded in their respective local views, and are at the same time conversant with the regional issues. To accomplish this, SCAG must view itself more as an agency charged with establishment and maintenance of a framework for regional collaboration and less as a stand-alone organization. It also requires that SCAG dedicate itself more	We have included a considerable amount of language within the Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions.

to coordination, facilitation, and in some cases capacity building, and less to efforts to be the ultimate source of answers to the Region's problems.	
#31 - From the City of Los Angeles: The proposed plan provides a very good "road map" for obtaining the level and quality of public participation which the region deserves and needs. However, the real test comes, not in the drafting of the plan, but in its application. In this regard I offer the following comments: SCAG needs to do a better job of consensus building, which is the best way to tackle the exceedingly complex problems of the region. Consensus occurs when there is a high level of confidence that the preferred alternative(s) have been identified. This requires broad collaboration and outreach, as well as very high quality technical work. Although, SCAG has made commendable efforts in these areas, there is room for improvement. In addition, more collaboration would allow fresh ideas and approaches into SCAG's planning process, and mitigate the risk of SCAG focusing too much on particular internally favored planning approaches. As SCAG's ability to build consensus grows, so would the credibility of the organization, which would empower not only SCAG but the region, leading to more effective implementation of policy goals.	We agree that collaboration and consensus-building are key to addressing the region's challenges. We also agree with you that enhanced collaboration and participation will lead to more effective implementation of policy goals. We have included a considerable amount of language within the Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators. Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions and others.
#32 - From the City of Los Angeles: Thank you for your very helpful response. I finally had time to read more carefully the draft Public Participation Plan. I was relieved to see that the role of the Subregional Coordinators is mentioned in several areas. I think the description of the role of the Coordinators, as presently included in the draft document, is sufficient. Please retain this language. The Coordinators, in my opinion, play an important role in the collaboration and consensus-building process. Thank you for your attention to these concerns.	We believe that the subregions play an important role in the collaboration and consensus-building process. We will continue to be mindful of this role in future iterations of the Public Participation Plan.
#33 - From the Western Riverside Council of Governments: Thank you for the opportunity to comment on the 2007 SCAG Draft Public Participation Plan. I believe the public participation plan will provide excellent opportunities for the region to participate in the regional transportation planning and policy process.	Comment noted.
#34 - From Las Virgenes – Malibu Council of Governments: It looks fine. No comments.	Comment noted.
#35 - From the Gateway Cities Council of Governments: The Gateway Cities Council of Governments has reviewed and approves the SCAG Draft Public Participation Plan.	Comment noted.
#36 - From the South Bay Cities Council of Governments: I was just skimming these documents and noticed that on page 23 of the plan, it says that between January and July 2007, the SCAG committees, task forces and working groups would be expanded to include a broader representation of stakeholders. Do you know what is happening on this? Our Chair wants to	The expansion of the task forces and committees has been put on hold. The President is currently working with committee chairs to assess participation in each of the various committees and task forces. Once that assessment has been completed, a call will go out to all Regional Council members seeking recommendations for additional members. Since the Regional Council is not meeting in September, we anticipate

recommend South Bay elected officials for committees and we were told that this was on hold.	that the call will go out prior to the end of the 2007 calendar year, most likely at either the October or November Regional Council meetings.
#37 - From the Ventura Council of Governments: Thank you for the opportunity to comment on SCAG's recently released Public Participation Plan Amendment No. 1. The Plan should emphasize the role and importance of the Subregions and Subregional Coordinators in ensuring a successful and effective process. The Coordinators are an invaluable asset in communicating, obtaining feedback, and framing solutions for a myriad of issues. We look forward to serving as a significant conduit of information in facilitating public participation.	Our overall efforts at SCAG are driven by our Mission Statement and our Strategic Plan, policy that was adopted by the Regional Council. The Mission Statement includes the phrase The Southern California Association of Governments will accomplish this Mission by "Using an inclusive decision-making process that resolves conflicts and encourages trust." Our Strategic Plan includes a section on "Encouraging and Fostering Regional Partnerships: Goal One - Enhance the Effectiveness of Subregional Relationships." Therefore, these documents should guide our efforts in working with the subregions and others. We believe that collaboration and consensus-building are key to addressing the region's challenges. We have included a considerable amount of language within the Public Participation Plan that addresses bottom-up planning, including many strategies that involve working with the subregions and subregional coordinators.
COMMENTS FROM TRIBAL GOVERNMENTS	**SCAG RESPONSE**
#38 - From the Agua Caliente Band of Cahuilla Indians: We have reviewed the attached public participation plan and don't have any comments to submit to SCAG.	Comment noted.
COMMENTS FROM AIR DISTRICTS	**SCAG RESPONSE**
#39 - From the Imperial County Air Pollution Control District: The Imperial County Air Pollution Control District (Air District) is interested in being placed on the SCAG mailing list for environmental information related to any amendments to the Regional Transportation Plan (RTP) and the Regional Comprehensive Plan (RCP). Unfortunately, we were unable to finalize our review of the information provided. Because, there have been projects in the past which have quoted the current RTP and RCP as definitive in concluding either "no impact" or "insignificant impacts" to air quality here in Imperial County, the Air District would like to formally request to be placed on your mailing list.	Comment noted.
COMMENTS FROM TRANSIT PROVIDERS	**SCAG RESPONSE**
#40 - From Gold Coast Transit: On page 3, under item 5 (a), we would suggest that the participation plan should more broadly define the target audiences to include businesses in general, not just those in the transportation services. All businesses have needs for employee and customer transportation, along with receiving and shipping requirements for supplies and commodities. We also suggest that integration with transit agencies be specifically mentioned in this section.	This is taken directly from the applicable regulations, 23 CFR 450.316(a) (See 72 FR 7273; February 14, 2007) intended to provided further guidance regarding the participation requirements of SAFETEA-LU. A more detailed list of interested parties, including the private sector, can be found on page 11.
#41 - On page 5, under item 5 (a) (2), we would suggest a more detailed description be included to describe how the public would know if significant issues are raised prior to the publication of the "final metropolitan transportation plan and TIP."	Within the strategies for implementation, SCAG's web site will be used 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, and post meeting agendas and minutes. SCAG also intends to keep interested parties informed with monthly progress reports during the plan development phase.
#42 - On page 20, under the "Update Existing Presentation Materials" heading – would it be possible to make the PowerPoint presentations available on-line for both the public to review and for local agencies to use in some of their local meetings?	PowerPoint presentations will be made available on SCAG's web site.
#43 - On page 22, under the "Coordinate Outreach Efforts" heading – would it be possible to publish the list of the subregional stakeholders online so that citizens could seek information?	Within the strategies for implementation, SCAG will keep interested parties informed with electronic monthly progress reports during the plan development phase and will also post on SCAG's web site.
#44 - On page 23, under the "Conduct Public Hearings" heading, we suggest that a public hearing in Ventura County be considered.	Comment noted.
#45 - On page 24, under the "Consider and Incorporate Comments. . ." heading, we suggest that the public comments be made available on-line for review by other citizens and agencies.	Comments will be made available as part of the adopted Public Participation Plan Amendment No. 1 which will also be posted on SCAG's web site.
COMMENTS FROM NON-MOTORIZED TRANSPORTATION	**SCAG RESPONSE**
#46 - From the Bicycle Commuter Coalition of the Inland Empire: I would like to see SCAG utilize an internet blog or website to broadcast the planning documents to a broader audience and enable them to comment without having to physically travel somewhere just to provide input. With abysmal congestion, it would be wise to adopt a virtual meeting space and web conference like that available on WebEx for public participation. Our business conducts countless meetings in this manner and would suggest SCAG and regional planning agencies adopt some of these techniques to mitigate transportation congestion and air pollution. Walk the Talk.	As part of SCAG's Public Participation Plan draft Amendment No. 1, there are strategies in place to "Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences." SCAG will be conducting a demonstration project this fiscal year by web casting several of our meetings.
#47 - From the Orange County Bicycle Coalition: The Orange County Bicycle Coalition (OCBC), a California public benefit corporation, is explicitly authorized to speak for about 2000 Orange County bicyclists, including our members and members of member clubs. Beyond that, we try to speak for all bicyclists, including the poor, the elderly, and children, and for the bicycle industry Several years ago I attended--at considerable personal inconvenience--a number of SCAG meetings. I was attempting to advance the cause of bicycle transportation and SCAG seemed interested, though as it turned out not interested enough to do more than have meetings. Since then, most recently last April, you and I have been in contact, without any results. Now OCBC's received a package of material entitled "Public Participation Plan, Amendment 1", and we've been asked for comments.	We encourage you to continue the dialogue so that we can make bicycling safer and a more attractive transportation alternative, not only in Orange County, but throughout the region.

OCBC's comments now are the same as they've always been: Bicycle transportation has the potential to remove ten or twenty percent of cars from Southern California's roads, including freeways, but progress towards that goal requires government's public promise to provide, and maybe--since bicyclists have become cynical about government's good faith--actual provision of, **bike lanes on all arterials.**	
COMMENTS FROM MEMBER CITIES	**SCAG RESPONSE**
#48 - The City of Fountain Valley: The Draft Public Participation Plan dated October 17, 2006 is very comprehensive. The City of Fountain Valley supports all efforts to maximize public participation.	Comment noted.
#49 - From the City of Brea: Thank you for providing the City of Brea with a copy of the above plan at the last OCCOG – TAC meeting. We have reviewed the plan and find it comprehensive and well-thought out. Public Participation is always a key element in the coordination and development of regional plans. The section on "Bottom-Up Planning and Interagency Consultation" is a helpful approach to our agency. The City of Brea appreciates being informed and included in SCAG'S regional policy-making process. We also concur with the plan's five (5) Public Participation Plan Goals. Again, thank you, and we look forward to receiving a copy of the final plan once it is adopted.	Comment noted.
#50 - From the City of Colton: The City of Colton appreciates the opportunity to review the Public Participation, Draft Amendment No. 1 document. Those goals, procedures, strategies, and techniques described in the document appear reasonable and logical and therefore, we have no comments at this time. We request that SCAG continue to involve the City of Colton in formulating the public participation process and completing the Public Participation Plan. We would also appreciate receipt of all documents that are prepared by SCAG in the future.	Comment noted.