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Administrative Modification
(Gap Analysis)

to

2004 Regional Transportation Plan
(as amended in July 2006)

In compliance with the Planning Requirements
of

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

Enacted on
August 10, 2005

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

November 2006

Outline for 2004 RTP Administrative Modification for SAFETEA-LU Compliance

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I. Introduction

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

This document represents an administrative modification to SCAG's 2004 Regional Transportation Plan (RTP). The intent is to bring the 2004 RTP into compliance with the planning requirements of the SAFETEA-LU.

SAFETEA-LU extends the RTP update cycle from three to four years for metropolitan planning areas that are designated as nonattainment or maintenance. The SCAG Regional Council adopted its RTP in April 2004 and under the four-year update provision, SCAG would need to update its plan by no later than April of 2008. This time extension allows SCAG to update the RTP in a meaningful and value added manner by including the results of critical studies being conducted in the areas of freight and goods movement, high speed rail, and land use. It also allows SCAG to fully utilize its new travel demand and truck models for RTP analysis and incorporate developments in the finance areas (e.g., the November State ballot for an almost $20 billion bond). More importantly, the four-year update cycle allows adequate lead time for the next RTP to fully comply with the new emission budgets for the region that are expected to be finalized by the Fall of 2007. Thus the extension in update cycles to 2008 is beneficial for SCAG and its stakeholders alike.

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

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

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As a result of these discussions, SCAG concluded that the best approach to meeting the 2007 deadline, while at the same time permitting the 2008 RTP to benefit fully from the Region's ongoing planning studies, was to prepare an administrative modification to its 2004 RTP as well as 2006 RTIP to bring them into compliance with SAFETEA-LU. This modification would, upon approval by FHWA and the Federal Transit Administration (FTA), bring the 2004 RTP in compliance with SAFETEA-LU. Once this is achieved, the RTP and RTIP would no longer face the risk of being frozen during the gap period between the 2007 deadline for compliance with SAFETEA-LU and the adoption of a new RTP in 2008.

Since SAFETEA-LU became effective, the federal agencies responsible for implementing this bill have issued a number of interim guidance documents. Furthermore, a Notice of Proposed Rule Making related to SAFETEA-LU was issued on June 9, 2006. In preparing this administrative modification, SCAG staff reviewed and analyzed all of these documents thoroughly, including the SAFETEA-LU bill. Staff also held several meetings with federal representatives at various levels for guidance and clarification purposes. Furthermore, staff communicated SCAG's position as well as its intent to prepare a gap analysis to the federal representatives in writing. Based on the review and analysis of all pertinent and available documents related to SAFETEA-LU, SCAG staff prepared a matrix identifying key issues, an assessment of whether or not the 2004 RTP addressed the issue and any additional actions that would be necessary to ensure compliance of the 2004 RTP with SAFETEA-LU requirements.

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

In developing this administrative modification, staff also consulted with appropriate technical and policy committees within SCAG, including the Plans and Programs Technical Advisory Committee, the Transportation Conformity Working Group, and the Transportation and Communications Committee (TCC). Prior to finalizing this document, a preliminary draft will be presented to the TCC in December 2006. SCAG's Regional Council is expected to adopt this RTP modification and forward it to FHWA/FTA in March 2007 for certification.

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

- Section II identifies and discusses SAFETEA-LU planning requirements that were adequately addressed in the 2004 RTP
- Section III addresses potential gaps in the 2004 RTP relative to SAFETEA-LU
- Section IV reaffirms the remainder of the 2004 RTP, including conformity, finance plan, and environmental impact report
- Section V summarizes the conclusions of this administrative modification

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I. SAFETEA-LU Requirements Addressed in the 2004 RTP

This section identifies and briefly discusses the SAFETEA-LU requirements that were fully addressed in the 2004 RTP. The order of the requirements is based on the FHWA Gap Analysis matrix presented in Appendix A and are as follows:

1. FISCAL CONSTRAINT

SAFETEA-LU included a provision for the addition of transit operators in funding estimates to the overall RTP. For the 2004 RTP, funding estimates were developed in cooperation with the Region's transit operators, utilizing their short-range transit plans to the extent possible and incorporated their inputs from various task forces (i.e. Transit Task Force and the Transportation Finance Task Force).

2. CONSULTATION AND COOPERATION

The federal guidance for implementing SAFETEA-LU (71 FR 33521; June 9, 2006) identified consultation requirements as including, but not limited to, providing timely information, reasonable public access, and adequate public notice. During the 2004 RTP Programmatic Environmental Impact Report (EIR) planning process, SCAG notified approximately 1,500 stakeholders including land use management, natural resource, environmental protection, historic preservation, and conservation agencies, from local jurisdictions and tribal representatives, as identified in SAFETEA-LU. Section 6.0 of the 2004 RTP Draft EIR included a listing of the organizations and persons consulted during the planning process. Section 2.0 of the 2004 RTP Final EIR included a list of commenting individuals and organizations and provided responses to the letters received on the Draft 2004 RTP EIR during the comment period.

Furthermore, notifications were also sent to every federal agency involved in approving or funding the listed projects. The notice provided key state and federal agencies and the California Office of Planning and Research with sufficient information, including descriptions of projects and the potential environmental impacts so as to enable the responsible agencies to provide a meaningful response. The notice also included a description of the RTP, a map of the Region impacted by the RTP, and the probable environmental effects of the projects. SCAG also conducted a scoping meeting and provided notice to all counties and cities within the SCAG region, to those communities in the bordering areas, all public agencies with jurisdiction in the project areas, and all other interested parties. The notice is included in Section 7.1 of the Draft EIR. These consultation procedures are the standard practice of SCAG and will be continued and expanded upon during the next RTP cycle.

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In addition to the extensive consultation and coordination process followed in the preparation of the environmental document associated with the 2004 RTP, SCAG also followed a rigorous process in coordinating the plan among its numerous stakeholders and interested parties. SCAG followed a bottom-up inter-agency consultation and coordination process in finalizing the 2004 RTP. The first tier of this consultation process involved the 72-member Regional Council, three policy committees and nearly twenty sub-committees and task forces within SCAG. The RTP Technical Advisory Group, the Transportation Conformity Working Group and the Regional Transportation Agencies Coalition were the key forums for inter-agency consultation. All of these bodies met regularly throughout the plan development process, allowing the stakeholders ample time and opportunities to influence the final plan. The second tier of the consultation and coordination process involved meeting and briefing key stakeholders, elected representatives, community groups and leaders on critical aspects of the plan.

Conservation plans and maps as well as inventories of natural or historic resources were considered in the 2004 RTP EIR process. The proposed plans and projects were mapped against existing conservation and resource maps on a regional scale. The following list of maps included in the 2004 RTP EIR depict SCAG's consideration of transportation investment impacts on existing natural, historical and cultural resources:

1. Land Use Patterns (Figure 3.1-1)
2. Open Space and Recreational Lands (Figure 3.1-2)
3. Location of "Prime or Important Farmland" in the SCAG Region (Figure 3.1-6)
4. Air Quality Districts, Basins, and Monitoring Stations (Figure 3.4-1)
5. Potentially Impacted Sensitive Receptors (Figure 3.4-2)
6. Designated Scenic Highways and Vista Points in the SCAG Region (Figure 3.6-1)
7. Vegetation Communities in the SCAG Region (Figure 3.7-2)
8. General Location of Wetlands in the SCAG Region (Figure 3.7-2)
9. Known Sightings or Location of Endangered, Threatened, or Rare Plant or Animal Species in the SCAG Region (Figure 3.7-3)
10. Geomorphic Provinces in the SCAG Region (Figure 3.9-1)
11. General Soil Types in the SCAG Region (Figure 3.9-2)
12. Earthquake Faults and Peak Ground Acceleration in the SCAG Region (Figure 3.9-3)
13. Areas Subject to Subsidence in the SCAG Region (Figure 3.9-4)
14. Relative Landslide Potential in the SCAG Region (Figure 3.9-5)
15. Location of Soils with Moderate to High Erosion Potential in the SCAG Region (Figure 3.9-6)
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20. Federally Designated Flood Hazard Zones in the SCAG Region (Figure 3.12-7)

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21. Regional Water Quality Control Board Boundaries in the SCAG Region (Figure 3.12-8)
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26. Location of Land Grants in the SCAG Region – Spanish Period (1769-1822) (Table 3.8-3)
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The mapping process compared the RTP with available conservation plans and inventories of historic and natural resources. SCAG RTP projects were mapped at a large scale on top of these resources to identify any potential for conflict between the proposed projects and the identified resources. The results of this mapping and comparison were discussed in the 2004 RTP EIR and will be continued during the next RTP cycle. The key maps and databases are presented in Appendix B of this document.

3. INTERESTED PARTIES AND PARTICIPATION

The SAFETEA-LU requires that a formal Public Participation Plan be developed in consultation and coordination with the "interested parties" allowing necessary public review prior to final adoption. While a Public Participation plan was not formally adopted for the 2004 RTP, a public outreach strategy was presented to SCAG's Communications Task Force prior to full scale outreach efforts associated with the plan. The outreach strategy as well as the actual outreach effort was fully documented in the Technical Appendix H of the 2004 RTP. The document clearly identified key stakeholders, impacted public agencies and community groups and other interested parties that responded to the plan as well as the development process and how their concerns were addressed.

Coordination with Tribal Governments

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

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There are 109 federally-recognized Tribal Governments in California, sixteen of which are located in the SCAG Region. Eleven of these Tribes are located in Riverside County, four are located in San Bernardino County and one is in Imperial County. Some reservations cross county and state lines. For example, Ventura County is home to a band of Quechan Indians, which also has a federally-recognized band in Arizona and California.

In recent years, both the federal and state governments have placed increasing importance on the involvement of Tribal Governments in the regional planning process. In 1997, the California Department of Transportation (Caltrans) established the Native American Advisory Committee to improve the government-to-government relationship with the Indian Tribes of California. This Committee provides advice to the Director of the Department regarding matters of interest or concern to the Tribal Governments and their constituents.

The Transportation Equity Act of the 21st Century (TEA-21) of 1998 and state transportation planning law emphasized the importance of involving Native American Tribal Governments in the regional transportation planning process. As a designated MPO under federal law and as a Regional Transportation Planning Agency under state law, SCAG must ensure that regional transportation plans and programs include a public participation process that involves Native Americans and consultation with federally-recognized Tribal Governments. As a federally defined ethnic minority, Native Americans must also be considered in the environmental justice analysis with respect to the benefits and burdens of transportation plans, programs and policies[1].

SCAG is the nation's largest MPO to take the step of providing the region's federally-recognized Tribal Governments with formal representation on the region's policy-making committees. In November 2002, the SCAG Regional Council adopted a Strategic Plan to set a course for the organization through the first decade of the 21st Century. One of the goals in the Strategic Plan called for establishing a formal role for Native Americans in the regional transportation planning process. SCAG began a series of summit meetings in 2003 with leaders from the respective Tribal Governments and their representatives. The summits were designed to explain SCAG's roles and responsibilities for the Region, to encourage the Tribal Governments to provide their input regarding the Region's transportation plan, to receive input from the Tribal Governments regarding the 2004 Draft Regional Transportation Plan and to identify how the Tribal Governments could participate more effectively in the regional planning process.

In June 2004, SCAG hired a consultant to help facilitate the participation of Tribal Governments in the regional transportation planning process. As a result of the initial summit meetings with the Tribal Governments, SCAG appointed the representatives from two Tribes to SCAG's Maglev Task Force. The September

[1] SCAG RFP No. 05-046.

2003, February 2004 and March 2004 Summits provided the Tribal Governments with opportunities to receive a number of presentations about various SCAG plans and programs. They were also afforded the opportunity to provide comments, especially in regard to the Draft 2004 RTP. Some of the outcomes that were initiated by SCAG as a result of the Summit meetings with the Tribal Governments included adding them to SCAG policy committee mailing lists and other communications or outreach lists to ensure that Tribal Governments were being informed of regional planning activities. In the late Spring and early Summer of 2005, SCAG convened a number of successive meetings with the Tribal Governments and their staff to further define and develop how the two could work together more effectively.

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

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

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

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Public Participation Plan

Public participation and communication are continuous themes and processes at SCAG. Since the adoption of the 2004 RTP and particularly in response to SAFETEA-LU, SCAG has been in the process of developing a Public Participation Plan. A draft of this plan was presented to SCAG's Transportation and Communications Committee (TCC) in October 2006 and eventually released for public review and comments. A copy of the Public Participation Plan is included in this document as Appendix C. SCAG's Regional Council will be asked to adopt this plan upon successful conclusion of the public review process. Once formally adopted by the Regional Council, this plan will guide the outreach effort during the 2008 RTP Update process.

4. ELECTRONIC PUBLICATION AND ACCESS TO PLANS

All 2004 RTP products, meeting minutes, presentation materials, and comments were made available via the World Wide Web. The EIR for the 2004 RTP was placed on the SCAG website at http://scag.ca.gov/environment/eir.htm. The website provided access to each individual issue area as well as mitigation measures and all related maps.

All of the documents were made available in portable document format (PDF), an electronically accessible format, on the World Wide Web. Public notices included references to the electronic accessibility of plans and CDs of the RTP and EIR were produced and distributed. Both the RTP and EIR remain available on the SCAG website.

5. VISUALIZATION TECHNIQUES

The latest visualization techniques were utilized in presenting and communicating plans, programs, and ideas put forth in the 2004 RTP. Power point presentations were utilized to the fullest extent possible at all outreach meetings as well as committee meetings. Static as well as interactive geographic information system (GIS) tools were utilized to simulate and depict growth patterns, infrastructure systems along with geographic and geological features. The latest analytical tools, including spreadsheets and graphing techniques were utilized to analyze and describe historic trends, fiscal outlooks, and system performance, among others. A suite of web based interactive tools were also developed specifically to simulate and evaluate various growth patterns and scenarios.

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6. CONGESTION MANAGEMENT PROCESS

SAFETEA-LU changed U.S.C.134(i)(3) to characterize congestion management as a "process" rather than a "system" and includes other minor changes with respect to the language and areas of emphasis. The intent was to reiterate the importance of the congestion management process to Transportation Management Agency (TMA) transportation planning and programming.

Certain state laws can constitute a congestion management process if the Secretary of Transportation finds that the state laws are consistent with, and meet the intent of the legislation. California laws related to congestion management process are found under Government Code, Sections 65088 and 65099.

SCAG's congestion management program (CMP) complies with SAFETEA-LU requirements. SCAG has made the CMP an integral part of the regional transportation planning process, and has defined regional CMP elements to consist of the following:

- The Regional Transportation Plan (RTP)
- The Congestion Management Programs of individual counties
- The Regional Transportation Implementation Program (RTIP).

In addition, a set of criteria, developed by SCAG and the County Congestion Management Agencies in early 1995, ensures consistency and compatibility between the regional transportation planning process and the county congestion management process. These criteria are as follows:

- CMP consistency with the current RTP
- Interregional (inter-county) coordination between the CMPs goals and objectives
- Consistency between county-wide model/database and SCAG's model/database
- All regionally significant CMP projects are to be modeled and incorporated into SCAG's Regional Transportation Modeling System (network)

Compliance with the above criteria is essential, particularly for those CMP projects to be programmed into the SCAG RTIP.

With the exception of small portions of Riverside and San Bernardino counties, all counties contained within the TMA are designated as ozone nonattainment areas. In addition, the entire South Coast Air Basin, which covers the urbanized portions of Los Angeles, Riverside and San Bernardino counties as well as all of Orange County, is designated as a carbon monoxide nonattainment area.

Federal funds may not be programmed in the carbon monoxide and ozone non-attainment areas of the TMAs for any project resulting in a significant increase in

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single occupant vehicle (SOV) capacity unless that project is based on a congestion management system (CMS). In the SCAG region, the federally approved and conforming RTP serves this purpose.

By California law, all CMPs perform the same functions and are consistent with the federal CMS requirements. These functions are:

- Highway performance monitoring and evaluation
- Multi-Modal performance monitoring and evaluation
- Transportation Demand Management (TDM)
- Land-Use programs and analysis
- Capital Improvement Program
- Deficiency plan

When unacceptable levels of congestion occur, the respective CMP contains a set of provisions for a "deficiency plan" to address the problems. A deficiency plan can be developed for specific problem areas or on a countywide-system basis. Projects implemented through the deficiency plan must, by State statute, have both mobility and air quality benefits. In many cases, the deficiency plan captures the benefits of the transportation projects that occur beyond the SCAG RTIP, such as non-federally funded/non-regionally significant projects.

In addition, other congestion management related processes are incorporated into the RTP. These include:

Regionally Significant Transportation Investment Studies (RSTIS)

Within the context of regional transportation planning, the Regionally Significant Transportation Investment Study (RSTIS) process provides a tool that requires a multi-modal transportation alternative analysis. RSTIS is the SCAG established process, adopted as part of the RTP process. In the federally designated nonattainment and maintenance areas, it is required to ensure other alternatives to SOV are considered in improving the mobility and air quality of a corridor or a sub-area.

Intelligent Transportation Systems (ITS)

SCAG's 2004 RTP contained an Intelligent Transportation System (ITS) program as a key element of SCAG's congestion reduction strategies. There are Transportation Management Centers (TMCs) using advanced integrated ITS technologies in all four Caltrans Districts (7, 8, 11, and 12) serving the SCAG region. New TMCs are under construction and will replace temporary facilities in Districts 7 and 8.

California Highway Patrol incident data, changeable message signs, and transit information are available to travelers on the internet, handheld computers, pagers, and other portable communications devices. Research completed for SCAG in 2002 by the Volpe National Laboratory indicated a high propensity of traveler information

users to shift departure time, reduce or eliminate trips, and shift mode in response to real time congestion information.

Currently, over 800 centerline miles of freeway system in the urbanized portion of the SCAG region have full traffic detection capabilities, and coverage with over 300 video cameras. Additional detection devices are being added on portions of Interstate -15, Route 71, and Route 110. Most of this information is available to the public through a variety of public and private information service providers.

Additionally, the local arterial ITS infrastructure is supported by over 15,000 detection devices and hundreds of video cameras, providing for optimized signal synchronization and traffic flow in response to conditions throughout the day. Local arterials are also being equipped with a growing number of the changeable message signs at critical locations such as major arterial and special event centers to provide real time motorist information to improve traffic management.

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III. Addressing the Gaps

This section addresses gaps in the 2004 RTP per SAFETEA-LU requirements. The order of the requirements is based on the FHWA Gap Analysis matrix in Appendix A and are summarized as follows:

1. METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS

A. Safety

SAFETEA-LU added a new stand-alone factor to "increase the *safety* of the transportation system for motorized and non-motorized users." The FHWA Gap Analysis matrix suggests the following potential "closing the gap" steps:

- Review current safety goals, objectives, performance measures, and strategies.
- Ensure that adequate safety data are available to support development of a safety element in statewide and metropolitan transportation plans.
- Ensure outreach to and input from safety stakeholders.
- Incorporate the Strategic Highway Safety Plan (SHSP) element into statewide and metropolitan transportation plans (for metropolitan transportation plans, use the portion of the SHSP related to the MPO region).
- Incorporate the transit System Safety Program Plan (if available) into statewide and metropolitan transportation plans.
- Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).

<u>Addressing the Gap</u>

SCAG's Regional Council adopted the following goals for the 2004 RTP:

	Adopted 2004 RTP Goals
1	*Maximize **mobility** and **accessibility** for all people and goods in the region*
2	*Ensure travel **safety** and **reliability** for all people and goods in the region*
3	***Preserve** and ensure a **sustainable** regional transportation system*
4	*Maximize the **productivity** of our transportation system*
5	*Protect the **environment**, improve air quality and promote energy efficiency*
6	*Encourage **land use and growth patterns** that complement our transportation investments*

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Goal 2 addressed safety for all people and goods. Furthermore, the guiding policies also emphasized the need to address safety as shown in the following list from the 2004 RTP:

	Adopted 2004 RTP Policies
1	*Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*
2	***Ensuring safety**, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
3	*RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*
4	*HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.*

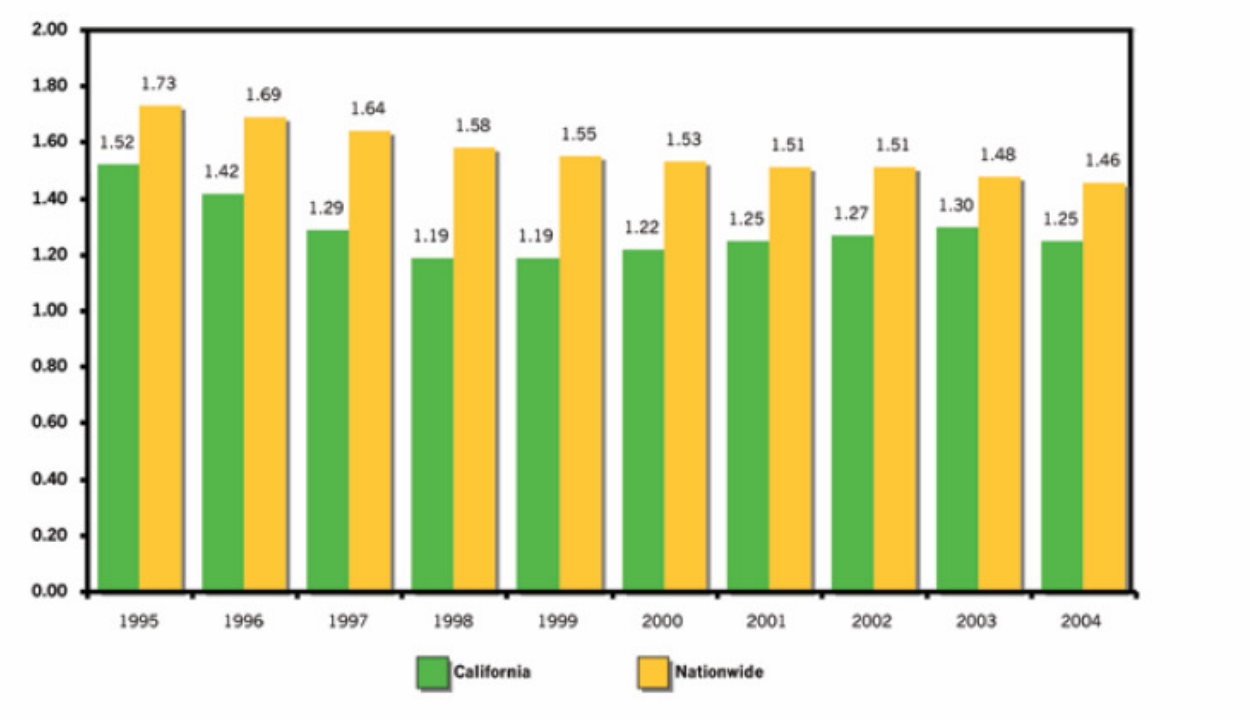
Finally, the RTP performance measures also addressed safety as shown in the partial performance measures, indicators, and outcomes below. It notes that the 2004 RTP aimed to improve safety as measured by accidents per million vehicle miles by 0.5 percent despite the increase in demand on the transportation system. Safety performance objectives and outcomes were established based on extensive technical analysis work that involved reviewing and assessing historical highway and transit safety data and applying the data to assess the potential effectiveness of the investment strategies proposed in the plan. The work was fully coordinated with the relevant SCAG committees and task forces including the RTP Technical Advisory Committee. Safety stakeholders were allowed every opportunity, through the SCAG committee structure as well as public outreach and the public hearing process, to provide input in the development of the safety element of the plan. Clearly, safety was an area of emphasis in the 2004 RTP.

Performance Indicators, Measures and Outcome			
Performance Indicator	***Performance Measure(s)***	***Definition***	***Performance Outcome***
Mobility	• Average Daily Speed • Average Daily Delay	Speed - experienced by travelers regardless of mode Delay - excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are the indicators used.	11% improvement 37% improvement
Accessibility	• Percent PM peak period work trips within 45 minutes of home • Distribution of work trip travel times		Auto: 90% Transit: 35% Auto: 7% improvement Transit: 6% improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.5 % improvement

Caltrans recently published the final version of the statewide SHSP in September 2006. The SHSP guides safety activities within the State of California regarding all users on all public roadways. The SHSP key points are as follows:

- Highlighted challenges to roadway user safety on California's roads.
- Painted the picture of fatalities experienced on California's roads.
- Proposed high-level strategies to reduce fatalities for each challenge.
- Serves as a guide for the implementation of specific projects and activities through 2010.

The SHSP presented the fatality rates (measured as fatalities per 100 million vehicle miles traveled) in California from 1995 through 2004 as shown below and compared them to the national average. It also identified 16 challenge areas that the State is committed to address to reduce these rates further and improve the safety of the traveling public on the State Highway System.



SCAG worked closely with Caltrans and other stakeholders to develop the SHSP and will incorporate specific action items in the 2008 RTP update.

B. Security

SAFETEA-LU added a new stand-alone factor to "increase the *security* of the transportation system for motorized and non-motorized users." The FHWA Gap Analysis matrix suggests the following potential "closing the gap" steps:

- Review current statewide and metropolitan transportation plans for emergency planning/security elements.
- Incorporate the transit System Security Program Plan (required for rail systems) into statewide and metropolitan transportation plans.
- Define the role of the public transportation operators/MPO/State in promoting security (e.g., review State/local legislation for roles and responsibilities).
- Identify critical facilities and transportation system elements (e.g., transit system, rails, ports, Interstate system, NHS routes, and STRAHNET routes).
- Develop security goals and appropriate strategies (this may be an important role for MPOs and/or States that are near or on the Mexico/Canada borders).

<u>Addressing the Gap</u>

SCAG uses the following definitions to differentiate between safety and security:

- *Safety* is the protection of persons and property from *unintentional damage* or destruction caused by accidental or natural events.
- *Security* is the protection of persons or property from *intentional damage* or destruction caused by vandalism, criminal activity or terrorist attacks.[2]

The 2004 RTP addressed transportation system security. It aimed to help protect travelers and goods from both natural and man-made disasters. As part of the 2004 RTP development, the SCAG Highway and Finance Task Force adopted a set of guiding principles in developing the highway improvement strategies, including *"projects that enhance safety and security." As a matter of policy transportation capacity improvement projects that are included in the Plans and Programs must consider safety and security issues.*

There were approximately 15 projects in the 2004 RTP Baseline and Tier 2 list that directly enhanced the transportation system security. In addition, the 2004 RTP proposed over $30 million in investment over and beyond the short-term commitments to enhance transportation security in the Region. It should be noted that funding for numerous projects had dual purposes in that, while serving other needs, they also enhanced security.

In the 2004 RTP, SCAG also recognized the importance of rail capacity in meeting national security needs. Approximately $1.2 billion in rail capacity improvements and $2.2 billion in rail mitigation investments were called for as part of the regional rail capacity improvement program. It was noted that *"Failure to build these improvements could jeopardize economic growth, environmental quality,* ***and national security****."*

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[2] National Cooperative Highway Research Program Report 525 Volume 3, "Incorporating Security into the Transportation Planning Process." Daniel Dornan and M. Patricia Maier, 2005

Identification of Critical Facilities and Transportation System Elements

There have been several assessments of the critical infrastructure statewide, which include identification of the key transportation facilities. Assessments have been conducted by the following bodies:

- The Governor's Office of Emergency Services
- The California Attorney General's Office
- The California Highway Patrol (CHP) conducted a vulnerability assessment of the State's highway system and has issued a confidential report to the State Legislature

The results of these assessments have been shared with the transportation system operators and incorporated into their security planning. However, security considerations have precluded the inclusion or discussion of these critical system elements in public documents.

Strategic Highway Network (STRAHNET)

In terms of national priorities, STRAHNET routes within the SCAG region are essential to readily accommodate the movement of military supplies and personnel in times of national emergency. STRAHNET routes include the National Interstate system, as well as key "non-interstate" routes and connectors to ports and military installations. An unclassified visual representation of the STRAHNET within the SCAG region follows on the next page.

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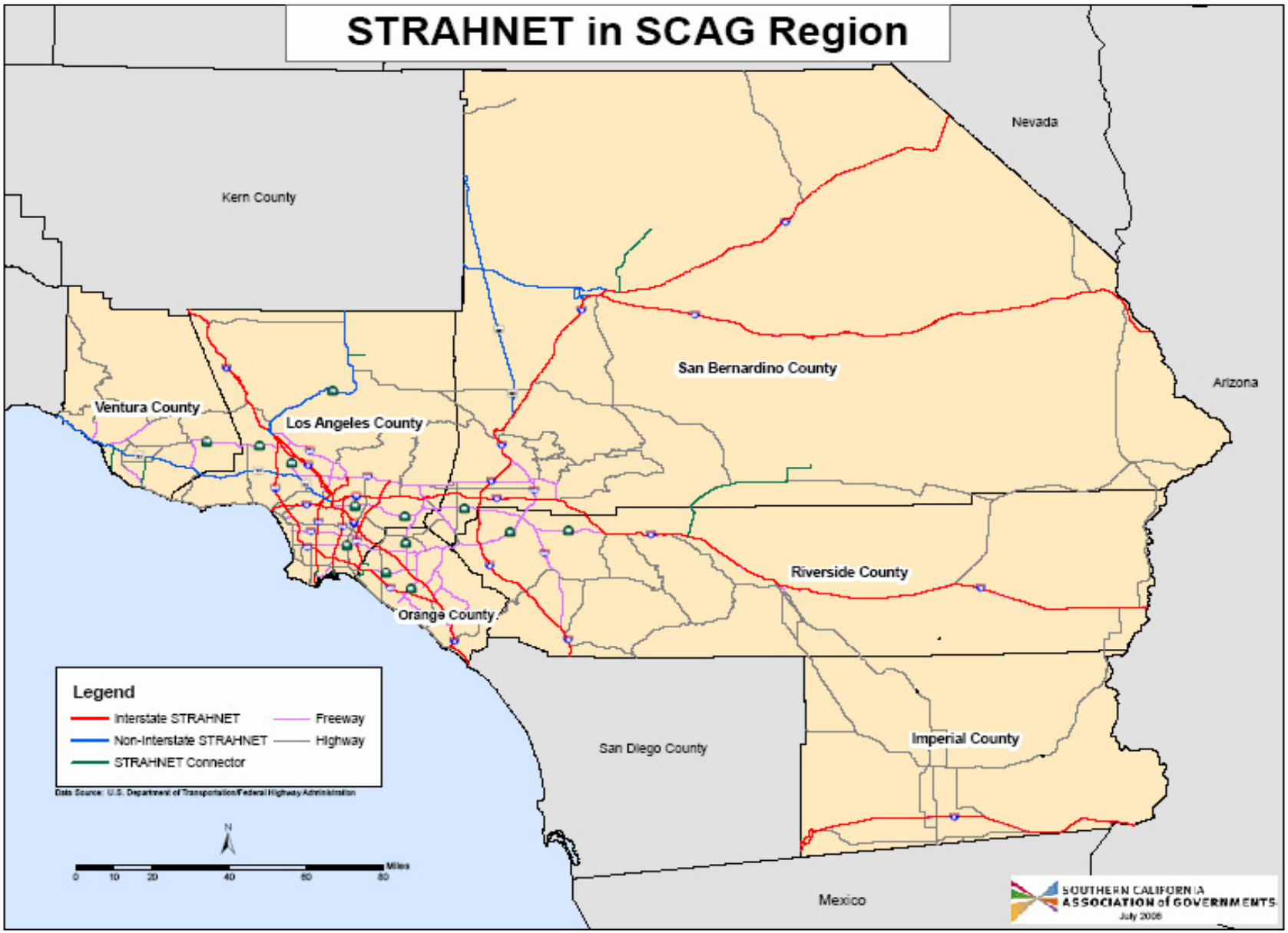

STRAHNET in SCAG Region
Kern County
Nevada
Arizona
San Bernardino County
Ventura County
Los Angeles County
Riverside County
Orange County
San Diego County
Imperial County
Mexico
Legend
Interstate STRAHNET
Non-Interstate STRAHNET
STRAHNET Connector
Freeway
Highway
Data Source: U.S. Department of Transportation/Federal Highway Administration
N
Miles
0 10 20 40 60 80
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
July 2006

Rail and Mass Transit Security

Since the early 1990s, the California Public Utilities Commission has required that transit agencies operating rail systems prepare a comprehensive System Safety Program Plan (SSPP) that also included a security component. Accordingly, the Los Angeles County Metropolitan Transportation Authority (Metro) had a rail security plan in place that they were able to quickly apply in the development of transit System Security Program Plans. At the time of the 2004 RTP, all transit agencies had a security and emergency management plan, which detailed how the agency would coordinate with local and regional first responder (law enforcement and fire) agencies, their respective County Office of Emergency Services and the statewide Standardized Emergency Management System (SEMS).

Metro, as one of the nation's largest public transportation operators, has taken a lead role in developing transit security programs and planning, including the following:

- In July, 2002, the Metro Board adopted a security policy that included "… targeting security costs attributable to the Enterprise Fund at five percent (5%) of the total Metro operating cost, including security cost, in any year and starting on FY04."
- Metro received $4.6 million in Urban Area Security Initiative (UASI) Transit System Security Grant Program funds from the Department of Homeland Security (DHS) in FY2003.
- Transit agencies that applied for DHS Transit Security Grants Program (TSGP) funds were required to prepare and submit a Security and Emergency Preparedness Plan (SEPP). The SEPP is a comprehensive plan that identifies how the transit agency would address any shortfalls in protection against Improvised Explosive Devices (IEDs) and other prevention, detection and response capabilities identified as a part of a risk assessment. As the lead Tier 1 transit agency in the SCAG region, Metro had prepared an SEPP at the time of the 2004 RTP.

Metro is also the lead agency on the development of the Regional Transit Security Strategy (RTSS). The RTSS is an overarching framework for the region with mode-specific goals and objectives as they relate to prevention, detection, response, and recovery as a sustainable effort to protect regional transit systems' critical infrastructure from terrorism, with an emphasis on explosives and non-conventional threats that would cause major loss of life and severe disruption to the system. As the MPO for the Region, SCAG supports the development of the RTSS.

In addition, transit agencies within the Region have undertaken some or all of the following security measures:

- Hiring more police and security officials
- Installing surveillance systems
- Providing terrorism awareness training for transit employees, including bus drivers, maintenance workers, and Amtrak workers
- Enhancing underground gas-detection systems (Metro)

Seaports

The Department of Homeland Security (DHS) has designated the seaports of Long Beach and Los Angeles as Tier 1 ports, and Port Hueneme as Tier 4, where Tier 1 indicates the highest risk for potential terrorist actions[3]. Security at the ports is the joint responsibility of the U.S. Coast Guard, the U.S. Customs and Border Protection Agency, and local law enforcement and emergency service agencies. The U.S. Coast Guard leads the local Area Maritime Security Commission which coordinates activities and resources for all port stakeholders. Specific security measures have included the following:

- Expanded surveillance systems
- Increased marine and helicopter patrols
- Improved diving inspection capabilities
- Development of terminal security plans and implementation of security measures at each terminal as required by the federal Maritime Transportation Security Act of 2002
- Implementation of the Custom-Trade Partnership Against Terrorism (C-PAT) program, which is a voluntary alliance of shippers aimed at improving security standards throughout the cargo supply chain.

Airports

Airport security planning is the joint responsibility of the federal Transportation Security Administration (TSA), the airlines and the individual airports. Airports in the SCAG region have upgraded their security systems since 9/11 using a variety of strategies including:

- Remodeling their infrastructure to provide secure space for the TSA security screeners
- Installing baggage screening devices
- Hiring additional police and bomb-sniffing dogs
- Installing vehicle checkpoints that may be activated as warranted by threat levels
- Installing additional surveillance systems
- Reinforcing perimeter fences.

[3] Fiscal Year 2006 Infrastructure Protection Program. U.S. Department of Homeland Security, September 25, 2006.

Each airport has prepared a security plan in conjunction with local and regional emergency service providers.

International Border Crossings

There are two international ports of entry along the Mexico-Imperial County border, located in Calexico (Calexico and Calexico-East) and Andrade (near Yuma, Arizona). Traffic from these ports enters California on the I-8 corridor. U.S. Customs and the Border Protection Agency within DHS are charged with the management and control of the official ports of entry. Security planning includes local emergency services as well as the CHP.

C. Environmental Planning Factor

SAFETEA-LU expanded the environmental factor by adding the phrase "promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns." The FHWA Gap Analysis matrix suggests the following potential "closing the gap" steps:

- MPOs/State Departments of Transportation (DOTs) review current process to coordinate transportation and land use/economic development planning.
- Where needed, consider methods to improve or expand coordination.
- Identify implementation timeframes.
- Include appropriate activities in statewide/metropolitan transportation planning work programs, as well as in MPO Participation Plans.

<u>Addressing the Gap</u>

The 2004 RTP EIR addressed how the transportation improvements in the RTP were consistent with State and local planned growth and economic development patterns. The 2004 RTP and EIR (and the 1996 Regional Comprehensive Plan and Guide) contained growth projections and associated policies that either encouraged or discouraged growth in certain directions. For example in-fill growth, neighborhood protection and growth adjacent to transit nodes were encouraged while "leap frog" development was discouraged. SCAG's growth projections are required to be consistent with California's Department of Finance (DOF) projections for the Region. County and city General Plans are required to be consistent with regional plans including the RCP and RTP and associated growth projections. Thus there is a close relationship between the SCAG planning and growth projection processes and local planning.

Prior to the publication of the RTP, SCAG staff met with local planning agencies to ensure that the growth projections to be used in the RTP were consistent with local plans and forecasts. The 2004 RTP EIR analyzed the impact of the RTP plans, policies, projects and the anticipated growth. The EIR was circulated for public comment and comments were responded to as part of the CEQA process. No comments were received regarding the adequacy or consistency of the growth projections with state and local planned growth and economic development patterns.

2. ENVIRONMENTAL MITIGATION

SAFETEA-LU requires MPO and statewide transportation plans to include "discussion" of environmental mitigation activities. It further requires that this discussion shall be developed with Federal, State, and Tribal wildlife, land management, and regulatory agencies. The FHWA Gap Analysis matrix suggests the following potential "closing the gap" steps:

- Metropolitan and statewide transportation plans must include a generalized discussion of potential mitigation activities (at the policy/strategy level, not project specific).
- Compare transportation plans with available State conservation plans, maps, and inventories.

<u>Addressing the Gap</u>

SAFETEA-LU requires that "a long-range transportation plan shall include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." The EIR for the 2004 RTP described 195 strategy-level mitigation measures which could minimize significant adverse impacts.

The 2004 RTP mitigated environmental impacts to the maximum extent feasible. The adopted mitigation measures were typical for transportation and development projects and they have been demonstrated to be effective. A Mitigation Monitoring and Reporting Program for the 2004 RTP was also adopted to ensure implementation of the adopted mitigation measures to reduce significant effects on the environment. This monitoring program is in Table 1 of the 2004 RTP Final Environmental Impact Report.

As part of the Gap Analysis, SCAG conducted expanded consultation associated with the 2004 RTP EIR mitigation measures. These mitigation measures were developed with the inclusion of Federal, State, and Tribal wildlife, land management and regulatory agencies. As SCAG prepares the

next RTP, this consultation will be incorporated to the maximum extend feasible. Future planning activities, including environmental mitigation discussions, will be developed with the key agencies identified in SAFETEA-LU.

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and Statewide Transportation Improvement Program (STIP). It also requires that MPOs and State DOTs consult with local and state land use management, natural resource, historic preservation and other agencies in the development of transportation plans. The FHWA Gap Analysis matrix suggests the following potential "closing the gap" step:

- Compare transportation plans with available conservation plans and maps and/or compare with available inventories of historic or natural resources.

Addressing the Gap

Consultations associated with the 2004 RTP EIR included several notices that were published in newspapers, posted at the County Clerk's office, distributed to the California State Clearinghouse as well as being mailed to an extensive distribution list at key points during the environmental review process. These consultations included the following notices:

- Notice of Preparation of the EIR
- Notice of Completion of the Draft EIR, the Draft Final EIR
- Notice of Determination.

The SCAG EIR distribution list contained approximately 1,500 contacts. It included local jurisdictions and land use management, natural resource, environmental protection, historic preservation, conservation and tribal representatives as identified in SAFETEA-LU. In addition, prior to the publication of the RTP, SCAG staff met with local planning agencies to ensure that the projections to be used in the RTP were consistent with local plans and forecasts.

These consultation practices are standard in the SCAG region and will be followed and expanded upon during the 2008 RTP update. In addition, SCAG conducted expanded consultation associated with the 2004 RTP EIR mitigation measures as part of the Gap Analysis in October 2006. The list of contacts, correspondence, notes and other material from these workshops is included in Appendix D.

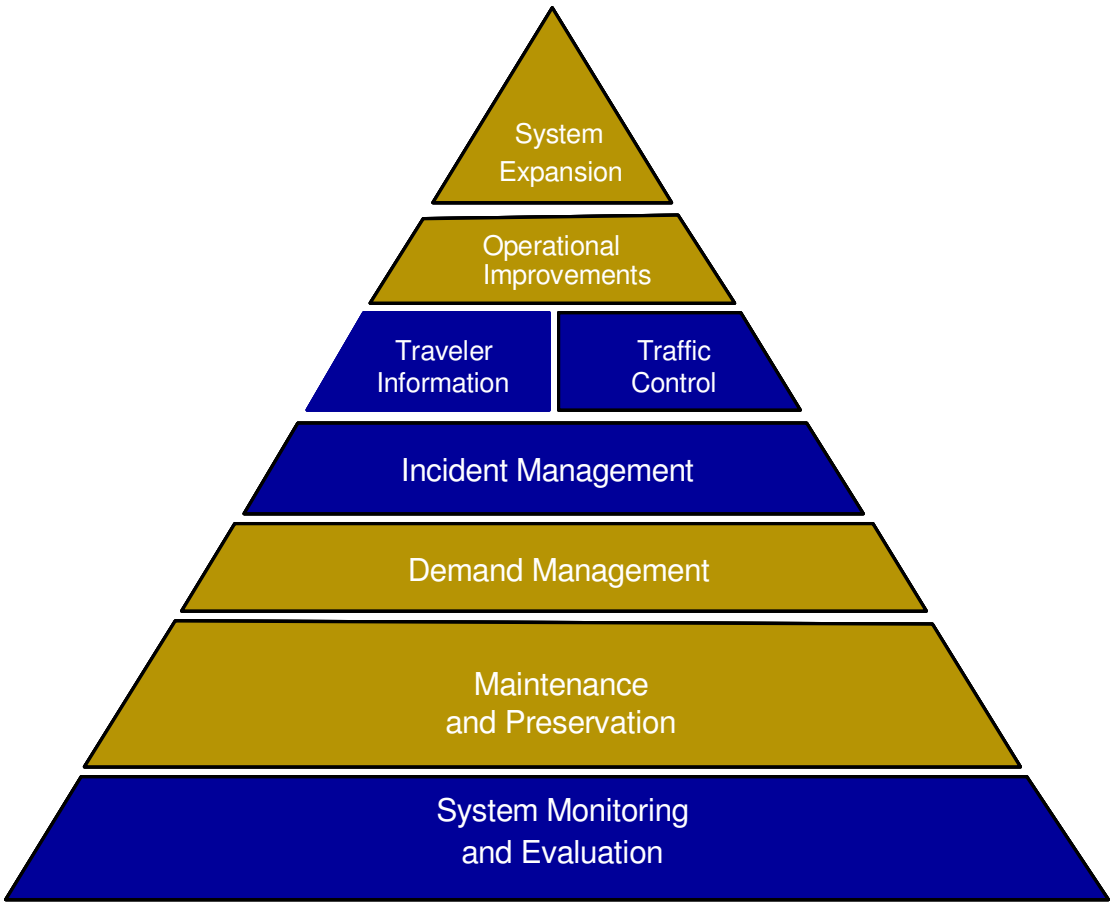
4. TRANSPORTATION FACILITIES

SAFETEA-LU requires the inclusion of operations and management strategies in metropolitan transportation plans and long-range statewide transportation plans. The FHWA Gap Analysis matrix suggests the following potential "closing the gap" steps:

- Determine if the current transportation plan adequately addresses operations and management strategies (for both the transit and highway network).
- Develop/confirm performance measures for the transportation system operations and management, with the focus on mobility and safety.
- Consider and develop strategies and costs (capital and operational investment) to preserve the existing transportation system.

Addressing the Gap

The 2004 RTP addressed operations and management strategies as part of an overall system management philosophy and is depicted in the exhibit below (Figure 4.2 in the 2004 RTP).



This philosophy was built on a system monitoring and evaluation foundation and specifically identified maintenance and preservation as a critical component of system management. It also identified key operational strategies, including:

- Incident management
- Traffic control (e.g., ramp metering)
- Traveler information
- Operational strategies (i.e., physical improvements to help traffic flow and address bottlenecks).

The same philosophy was applied to other modes as well. For transit, operational strategies included fare payment integration through investments in Smart Card fare media and the implementation of Bus Rapid Transit (BRT).

The 2004 RTP also identified performance measures that addressed operational efficiency, including:

- Mobility – Travel time, speed
- Reliability – Variation in travel time
- Productivity – Percent utilization during peak demand conditions
- Safety – Accident rates by mode
- Preservation – Maintenance cost per capita to preserve the system at an acceptable condition such as base year
- Sustainability – Per capita cost of maintaining system preservation as well as system performance at an acceptable level

The 2004 RTP listed the performance results for the base case for each of these measures and set a goal to accomplish as part of the RTP implementation.

In order to achieve these performance goals, the RTP set aside investments in both preservation and operational strategies. Nearly $6.6 billion were secured for roadway preservation (Table 4.1 in the 2004 RTP) projects while maintenance costs for transit were included as part of the county's expenditures.

The 2004 RTP also included a $1.3 billion investment in operational strategies in the Region, including flow improving physical improvements, freeway service patrol, and transportation management systems (TMS).

Since the adoption of the 2004 RTP, SCAG has worked closely with Caltrans to implement its system management strategies. The State has embraced these strategies and committed to corridor system management studies to identify the most appropriate investments for each major corridor. The statewide elections in November includes Measure 1B- which, if approved by

the voters, would dedicate $4.5 billion to corridor mobility improvements. The California Transportation Commission has developed draft guidelines for project selection from these funds and emphasized the need for corridor system management plans, a focus on operations, and having a framework for comprehensive performance assessments.

SCAG will continue to work with Caltrans and other stakeholders to focus on preservation and operations investments that improve the performance of the Region's multi-modal transportation system. The work and the details of these investments will be reported in the 2008 RTP.

IV. Reaffirmation of the Valid Portions of the 2004 RTP

1. TRANSPORTATION CONFORMITY

As discussed in this Gap Analysis, there are no changes to the any of the required conformity components of the 2004 RTP, i.e., list and scope of projects, changes to financial constraint, timely implementation of transportation control measures (TCMs), or inter-agency consultation. Therefore, there is no need for a new regional emission analysis, financial constraint analysis, or timely implementation of TCMs analysis. Consequently, this document reaffirms the validity of conformity on the 2004 RTP made by FHWA/FTA on October 2, 2006.

2. FISCAL CONSTRAINT

It is clear that this administrative modification to the 2004 RTP, as amended in July 2006, does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the plan. Furthermore, the underlying growth forecast and revenue assumptions contained in the current plan will not be changed by the proposed action. Therefore, the fiscal integrity of the 2004 RTP, as currently adopted, remains valid and intact.

3. ENVIRONMENTAL IMPACT

After completing the programmatic environmental assessment of these changes, SCAG finds that the adoption of the proposed administrative modification would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the administrative modification, therefore, are not substantial changes which would require major revisions to the PEIR. Furthermore, SCAG finds that the administrative modification does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the administrative modification at the programmatic level, and finds that inclusion of this supplemental documentation is consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 RTP EIR. Accordingly, a subsequent or supplemental EIR is not required and this SAFETEA-LU Addendum to the 2004 RTP PEIR fulfills the requirements of CEQA.

V. Conclusion

In conclusion, this 'administrative modification' to SCAG's existing 2004 RTP brings it into conformance with the planning requirements of the SAFETEA-LU. Therefore, a SAFETEA-LU compliant Regional Transportation Plan will be in place in the SCAG region upon adoption of this document by SCAG's Regional Council and subsequent certification by FHWA/FTA. This will allow SCAG to continue moving forward with the implementation of the 2004 RTP beyond July 1, 2007.

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

Section II of this document describes how and where some of the new requirements were already met in the 2004 RTP. Section III addresses all the new and/or expanded requirements that were not fully met. The 2008 RTP will further expand on these new requirements as appropriate.

It is important to note that this administrative modification does not change the projects defined in the 2004 SCAG RTP and therefore does not, in any way, change the finance plan to deliver these projects. Therefore, this document does not change the conformity findings of the 2004 RTP nor does it result in any additional environmental impact beyond the range addressed by the CEQA document associated with the 2004 RTP.

Therefore, SCAG hopes and believes that FHWA/FTA will find this administrative amendment to be satisfactory and adequate in meeting the planning requirements of SAFETEA-LU, thereby, deeming the 2004 RTP to be compliant with SAFETEA-LU. SCAG will work closely with FHWA/FTA in addressing any questions or concerns that may arise to ensure timely certification of this amendment.

APPENDICES

APPENDIX A: FHWA Gap Analysis Matrix

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

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
UPDATE CYCLES ▪ Long-range statewide transportation plans [23 U.S.C. 135/49 U.S.C. 5304(f)(1)] ▪ Metropolitan transportation plans [23 U.S.C. 134/49 U.S.C. 5303(i)(1)] ▪ TIPs and STIPs [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(D) and 23 U.S.C. 135/49 U.S.C. 5304(g)(1)]	Long-range statewide transportation plan ♦ No key change in update cycle (as needed or appropriate).	• State DOT should review and/or establish a regular update cycle.
	Metropolitan transportation plans in air quality nonattainment and maintenance areas ♦ To be updated every four years (as opposed to the former requirement of every three years).	• This SAFETEA-LU provision took effect on August 10, 2005. MPOs in nonattainment and maintenance areas should be reviewing and revising the update cycles for the metropolitan transportation plans.
	Metropolitan transportation plans in air quality attainment areas ♦ No key change (to be updated every five years).	• No additional steps for update cycles are likely necessary for MPOs in attainment areas.
	Transportation Improvement Program (TIP) ♦ To be updated every four years (as opposed to the former requirement of every two years). ♦ Span of TIP increased from 3 to 4 years	• Develop an approvable TIP with projects/project phases covering four years.
	Statewide Transportation Improvement Program (STIP) ♦ To be updated every four years or more frequent if Governor so elects (as opposed to the former requirement of every two years). ♦ Span of STIP increased from 3 to 4 years	• Develop an approvable STIP with projects/project phases covering four years.
ANNUAL LISTING OF PROJECTS [23 U.S.C. 134/49 U.S.C. 5303(j)(7)(B) and 23 U.S.C. 135/49 U.S.C. 5304(g)(4)(B)]	♦ New project element to be specifically included (pedestrian walkways and bicycle transportation facilities).	• MPO (with State(s) and public transportation operator(s)) should review existing process for developing the Annual Listing. • Publish list identifying all bicycle/pedestrian projects for which Federal funds were obligated in the preceding program year.
	♦ Added requirement for cooperative development by MPO partners (i.e., State and public transportation operators).	

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS [23 U.S.C. 134/49 U.S.C. 5303(h)(1) and 23 U.S.C. 135/49 U.S.C. 5304(d)(1)]	♦ Added a new stand-alone factor "increase the safety of the transportation system for motorized and non-motorized users."	• Review current safety goals, objectives, performance measures, and strategies. • Ensure that adequate safety data are available to support development of a safety element in statewide and metropolitan transportation plans. • Ensure outreach to and input from safety stakeholders. • Incorporate the SHSP element into statewide and metropolitan transportation plans (for metropolitan transportation plans, use the portion of the SHSP related to the MPO region). • Incorporate the transit System Safety Program Plan (if available) into statewide and metropolitan transportation plans. • Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
	♦ Added a new stand-alone factor "increase the security of the transportation system for motorized and non-motorized users."	• Review current statewide and metropolitan transportation plans for emergency planning/security elements. • Incorporate the transit System Security Program Plan (required for rail systems) into statewide and metropolitan transportation plans. • Define the role of the public transportation operators/MPO/State in promoting security (e.g., review State/local legislation for roles and responsibilities). • Identify critical facilities and transportation system elements (e.g., transit system, rails, ports, Interstate system, NHS routes, and STRAHNET routes). • Develop security goals and appropriate strategies (this may be an important role for MPOs and/or States that are near or on the Mexico/Canada borders).
	♦ Expanded the environmental factor by adding the phrase "promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns."	• MPOs/State DOTs review current process to coordinate transportation and land use/economic development planning. • Where needed, consider methods to improve or expand coordination. • Identify implementation timeframes. • Include appropriate activities in statewide/metropolitan transportation planning work programs, as well as in MPO Participation Plans.

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
FISCAL CONSTRAINT [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1)(C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]	♦ No significant changes in SAFETEA-LU.	• Review and reaffirm fiscal constraint of transportation plans and programs as they are updated or amended. • Confirm revenues and costs related to system operations and maintenance activities covered in transportation plans and programs. *Refer to the FHWA/FTA Interim Guidance on Fiscal Constraint of Transportation Plans and Programs (http://www.fhwa.dot.gov/planning/fcindex.htm or www.fta.dot.gov → Grant Programs → Transportation Planning & Environment → Statewide & Metropolitan Planning)*
ENVIRONMENTAL MITIGATION ACTIVITIES [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(B) and 23 U.S.C. 135/49 U.S.C. 5304(f)(4)]	♦ Metropolitan and statewide transportation plans shall include "discussion" of environmental mitigation activities. ♦ This "discussion" shall be developed with Federal, State, and Tribal wildlife, land management, and regulatory agencies.	• Metropolitan and statewide transportation plans must include a generalized discussion of potential mitigation activities (at the policy/strategy-level, not project-specific). • Compare transportation plans with available State conservation plans, maps, and inventories.

APPENDIX A: FHWA Gap Analysis Matrix

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

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

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
PUBLIC TRANSIT ELEMENT	♦ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317).	• Entity responsible for developing the Coordinated Public Transit-Human Services Transportation Plan is not defined in SAFETEA-LU. • Solicitation for projects from plan to be done in cooperation with MPO
TRANSPORTATION FACILITIES [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(D);23 U.S.C. 134/49 U.S.C. 5303(k)(3); 23 U.S.C. 135/49 U.S.C. 5304(f)(7); and 23 U.S.C. 135/49 U.S.C. 5304(i)]	♦ Operations and management strategies in metropolitan transportation plans and long-range statewide transportation plans.	• Determine if the current transportation plan adequately address operations and management strategies (for both the transit and highway network). • Develop/confirm performance measures for the transportation system operations and management, with the focus on mobility and safety. • Consider and develop strategies and costs (capital and operational investment) to preserve the existing transportation system.
	♦ Congestion Management Process in Transportation Management Areas (formerly known as Congestion Management System (CMS) in ISTEA/TEA-21).	• Review the existing CMS and its application within the TMA planning process and the metropolitan transportation plan(s). • Review State laws, rules, and regulations to ensure consistency with the SAFETEA-LU revised statutory language on the Congestion Management Process. • Identify operations partners (e.g., traffic operations centers, ITS, and traffic engineers). • Identify travel demand reduction and operation management strategies to be implemented. • Work with partners to develop projects, priorities and schedule for implementation.

APPENDIX A: FHWA Gap Analysis Matrix

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

Appendix B

2006 DRAFT PUBLIC PARTICIPATION PLAN

Southern California Association of Governments (SCAG)

Draft Public Participation Plan

October 17, 2006

"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 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 transportation plans and programs.

Introduction

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

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), pursuant to the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). 23 U.S.C. et seq.

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

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

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

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

Public Participation Plan Requirements

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

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

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

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

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

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

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

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

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

Consultation Requirements

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

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

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

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

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

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

See 49 U.S.C Section 5303.

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

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

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

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

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

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

Bottom-Up Planning and Interagency Consultation

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

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

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

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

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

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

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

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

Interested Parties

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

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

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

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

Public Participation Plan Goals

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

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

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

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

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

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

Public Participation Plan Procedures in Obtaining Goals*

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

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

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

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

*Implementation of each procedure is contingent upon resource and budget availability.

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

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

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

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

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

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

- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected officials to conduct presentations, hold briefings, workshops, hearings, during the year to diverse groups and organizations throughout the region.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.

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

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

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

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

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

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

- Translate the most significant web site information and printed materials into other languages when needed and contingent upon resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other media communications. Maintain and update ethnic press contacts in the media contact database.

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

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

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

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

- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix C:

Comparison of the 2004 RTP to Existing and Known Resources

Appendix D:

Consultation and Coordination