

ATTACHMENT B-2

FY 1998-2005 FEDERAL RTIP CMAQ Program - County Summary (\$1,000s)			
	1998	1999	2000
LOS ANGELES			
Apportionment	\$48,466	\$48,466	\$48,466
Programmed			
carryover	TBD	TBD	TBD
+ (-)	\$48,466	\$48,466	\$48,466
ORANGE			
Apportionment	\$13,205	\$13,205	\$13,205
Programmed			
carryover	TBD	TBD	TBD
+ (-)	\$13,205	\$13,205	\$13,205
RIVERSIDE			
Apportionment	\$6,199	\$6,199	\$6,199
Programmed			
carryover	TBD	TBD	TBD
+ (-)	\$6,199	\$6,199	\$6,199
SAN BERNARDINO			
Apportionment	\$7,534	\$7,534	\$7,534
Programmed			
carryover	TBD	TBD	TBD
+ (-)	\$7,534	\$7,534	\$7,534
VENTURA			
Apportionment	\$2,836	\$2,836	\$2,836
Programmed			
carryover	TBD	TBD	TBD
+ (-)	\$2,836	\$2,836	\$2,836

Imperial County is not eligible for CMAQ funds.

ATTACHMENT B-3

FY 1998-2005 FEDERAL RTIP Local STP Program - County Summary (\$1,000's)			
	1998	1999	2000
IMPERIAL			
Apportionment	\$933	\$933	\$933
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$933	\$933	\$933
LOS ANGELES			
Apportionment	\$75,481	\$75,481	\$75,481
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$75,481	\$75,481	\$75,481
ORANGE			
Apportionment	\$20,757	\$20,757	\$20,757
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$20,757	\$20,757	\$20,757
RIVERSIDE			
Apportionment	\$9,990	\$9,990	\$9,990
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$9,990	\$9,990	\$9,990
SAN BERNARDINO			
Apportionment	\$9,708	\$9,708	\$9,708
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$9,708	\$9,708	\$9,708
VENTURA			
Apportionment	\$7,704	\$7,704	\$7,704
Programmed			
carryover	TBD	TBD	TBD
+(-)	\$7,704	\$7,704	\$7,704

ATTACHMENT B-4

REVENUE AND EXPENSE BUDGET (1,000s)

	FISCAL YEAR			
	1994	1995	1996	1997
OPERATING REVENUE				
Fare Revenues	\$2,767	\$2,878	\$2,993	\$3,292
FTA Section 9	\$1,329	\$1,329	\$1,329	\$1,462
FTA Section 18	\$155	\$155	\$155	\$170
TDA/Local Funds	\$11,207	\$13,275	\$13,861	\$15,247
Others	\$405	\$931	\$972	\$1,070
TOTAL OPERATING REVENUE	\$15,863	\$18,568	\$19,310	\$21,241
OPERATING EXPENSES				
Labor	\$5,956	\$6,633	\$6,898	\$7,588
Fringe Benefits	\$2,526	\$2,813	\$2,926	\$3,218
Services	\$707	\$786	\$818	\$899
Materials & Supplies	\$1,964	\$2,187	\$2,275	\$2,502
Casualty & Liability	\$660	\$735	\$764	\$841
Purchases Transp	\$2,814	\$3,134	\$3,259	\$3,585
Miscellaneous	\$1,237	\$2,279	\$2,370	\$2,607
TOTAL OPERATING COSTS	\$15,863	\$18,567	\$19,310	\$21,240
BALANCE	0	0	0	0

D. Consultation (Interagency and Public Involvement)

Public involvement in transportation planning has a new emphasis since ISTEA. Federal regulations to implement ISTEA call for proactive public involvement processes. They must respond not only to the requirements of ISTEA but also those of related Federal acts, such as the Clean Air Act and the Americans with Disabilities Act (ADA).

ISTEA and the ADA stipulate that public involvement in the transportation improvement program's development and approval process include certain targeted groups. The determination of how effectively the responsible planning agencies have provided opportunities for public input and whether the process meets the interagency consultation requirements of EPA's Transportation Conformity Rule is now one of the factors used to determine conformity and in the allocation of federal funds for local, regional, and state transportation projects and programs.

As a result, SCAG has developed "Policies, Procedures and Guidelines for Public Participation and Interagency Consultation" to provide guidance for public participation and interagency consultation in the regional planning process.

The CTCs' public involvement processes should be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early public involvement. Accordingly, the CTCs' public involvement processes should provide for:

1. Early and continuing public involvement opportunities throughout the transportation planning and programming process;
2. 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 the transportation improvement program's projects;
3. Reasonable public access to technical and policy information used in the development of the transportation improvement program;
4. Adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited, to action on the transportation improvement program;
5. A process for demonstrating explicit consideration and response to public input during the transportation improvement program development process;

6. A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities; and.
7. A comment period of at least thirty days and one formal public hearing prior to adoption of the transportation improvement program.

In the transmittal of each county transportation improvement program to SCAG, the CTC must include documentation in the form of a cover letter detailing the public participation and interagency consultation process. Also, CTCs need to include copies of public notices, agendas and audio or written transcripts of public meetings held during the development and adoption phases of the transportation improvement program.

IV. PROJECT SELECTION FOR IMPLEMENTATION

Implementation of the projects funded by the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and for the Federal Transit Administration (FTA) capital and operating programs should be in accordance with FHWA 23 CFR part 450 and FTA 49 CFR part 613, Statewide Planning and Metropolitan Planning Regulations - October 28, 1993.

In case of any shortfalls in the estimated revenue for the second and third years, Caltrans will inform SCAG, which will set up an interagency consultation meeting to resolve all related issues. In non-attainment and maintenance areas, priority for funding must be given to transportation control measures in the applicable SIPs. No other priority would be compatible with the requirements of the EPA Transportation Conformity Rule.

V. FEDERAL CLEAN AIR ACT AND TRANSPORTATION CONFORMITY RULE.

A. Description

Conformity is defined in the 1990 Federal Clean Air Act Amendments as conforming to applicable State Implementation Plans (SIP) for the purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving the expeditious attainment of such standards.

EPA's final transportation conformity rule was published in the November 24, 1993 Federal Register. The conformity findings of the 1996-2003 RTIP should be in accordance with the criteria and procedures set in the final transportation conformity rule.

B. Conformity Determination by Air Basin/Non-attainment Area/ Pollutant

The conformity determination should be made by air basin, by non-attainment area, and by pollutant (see Appendix for related maps). There are four required tests for conformity determination of the RTIP:

1. Regional emissions analyses
2. Timely implementation of transportation control measures (TCMs)
3. Financial constraint
4. Interagency consultation and public involvement

C. Applicable State Implementation Plans

Within the SCAG region there are three air basins, four air districts, and three applicable SIPs. They are:

1. Ventura County portion of the South Central Coast Air Basin (SCCAB)
Ventura County Air Pollution Control District (VCAPCD)
1994 State Implementation Plan

2. South Coast Air Basin (SCAB)
 - South Coast Air Quality Management District (SCAQMD)
 - 1994 State Implementation Plan
3. Southeast Desert Air Basin
 - Imperial County Air Pollution Control District (ICAPCD)
 - Mojave Desert Air Quality Management District (MDAQMD)
 - South Coast Air Quality Management District (SCAQMD)
 - 1994 State Implementation Plan

D. Timely Implementation of TCMs.

1. Introduction

EPA's transportation conformity rule requires RTIPs to provide for the "timely" implementation of TCMs consistent with schedules included in the applicable SIP for each air basin/air district.

Following the Regional Transportation Agencies Coalition (RTAC) committee review and the ARB and EPA directive for the upcoming RTIP, each County Transportation Commission shall have the responsibility to provide reporting and documentation of the implementation of all applicable and improved transportation control measures. The CTCs shall request from both city and county jurisdictions complete copies of such documentation as letters, ordinances, resolutions, plans, program reports, which document the timely implementation of applicable and improved transportation control measures which apply to those jurisdictions.

2. Transportation Control Measure Implementation: Federally Funded TCMs versus All TCMs

EPA's conformity rule now makes clear the distinction between federal and non-federally funded projects by specifying that the "timely" implementation of transportation control measures applies only to those measures which receive or are eligible for federal funds.

TIMELY IMPLEMENTATION REPORTING REQUIREMENTS FOR THE COUNTY TRANSPORTATION COMMISSIONS

NOTE: Please provide all information on the local implementation of transportation control measures in the applicable SIPs.

1. South Coast Air Basin

Under the 1994 SIP for the South Coast Air Basin, SCAG shall work with the affected county transportation commissions to determine the timely implementation of TCMs.

The first two years of constrained projects in the RTIP will be used as the initial enforceable commitment. As the biennial element of the RTIP is revised, the list of constrained projects will be updated. The list of constrained projects will "roll forward" and the enforceable commitment will automatically be revised to encompass the first 2 years of the constrained projects contained in each new RTIP.

SCAG will check the level of implementation of the TCM1 projects in the 1996/97 - 2002/03 RTIP. If said projects are being implemented as programmed in the RTIP, a finding of timely implementation can be made.

Upon developing a new RTIP, a new list of TCM1 projects will be generated. The list will become the new enforceable commitment. The new list will be used for determining timely implementation in the RTIP following the 1998-2004 RTIP.

2. Ventura County Portion of the South Central Coast Air Basin

Reporting on implementation efforts of the 1994 SIP should be submitted in the following manner:

- A. The Narrative Report should include the local implementation progress of each applicable and improved TCM and include information on the cities', counties', and County Transportation Commission's efforts to implement these measures:
 - i. Complete description of each transportation control measure;
 - ii. Brief status reports of the respective CTC's, cities', and county's implementation efforts;
 - iii. List of responding cities and county per applicable and improved TCM;
 - iv. List of non-reporting cities and county per applicable and improved TCM;
- B. Provide a matrix of cities and their progress on each applicable and improved TCM:
 - i. County;
 - ii. City;
 - iii. Transportation Control Measure Number;
 - iv. Level of Implementation.
- C. Provide copies of correspondence and documents received from each city and county:
 - i. Ordinances;
 - ii. Resolutions;
 - iii. General Plan Amendments;
 - iv. Programs;
 - v. Reports;
 - vi. Air Quality Elements;
 - vii. Letters, etc.
- D. Attribute each applicable and improved TCM with a detailed list of each document and correspondence provide by each city and county.

3. Southeast Desert Air Basin

December 11, 1997

SCAG

There are no TCMs in the SIP for the Southeast Desert Air Basin.