

SHASTA REGIONAL TRANSPORTATION AGENCY (SRTA)

Public Participation Plan



Generating Stakeholder Involvement



June 25, 2013

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i. List of Acronyms Used in this Document

ADA	Americans with Disabilities Act
ARB	Air Resources Board
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
OWP	Overall Work Program
PPP	Public Participation Plan
RABA	Redding Area Bus Authority
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SCS	Sustainable Communities Strategy
SRTA	Shasta Regional Transportation Agency
SSNP	Shasta Senior Nutrition Program
SSTAC	Social Services Transportation Advisory Council
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TDA	Transportation Development Act
TIP	Transportation Improvement Program
USC	United States Code

ii. Preface

A. Shasta Regional Transportation Agency Overview

Established in 1972, Shasta Regional Transportation Agency (SRTA) is both the state-designated Regional Transportation Planning Agency (RTPA) under California law (Government Code Sections 29532 et seq. and 65080) and federally designated metropolitan planning organization (MPO) under federal law (Title 23 United States Code Section 134) for the Shasta County region. SRTA is a transportation policy-making body comprised of local elected officials from each jurisdiction and the public transportation provider:

Shasta County Board of Supervisors (District 1)	David Kehoe
Shasta County Board of Supervisors (District 2)	Leonard Moty
Shasta County Board of Supervisors (District 3)	Pam Giacomini
City of Redding City Council	Patrick Jones
City of Anderson City Council	Susie Baugh
City of Shasta Lake City Council	Greg Watkins
Redding Area Bus Authority Board of Directors	Missy McArthur

Under the direction of the board, SRTA evaluates the region’s transportation needs, pursues potential funding sources, and determines what improvements will be made. Each year, the SRTA administers over \$24 million in state and federal funds for the planning, programming, construction, operation, and maintenance of transportation projects throughout Shasta County. SRTA does not carry out the construction of projects; projects are handed to local jurisdictions and the California Department of Transportation (Caltrans) for delivery.

SRTA is a fully independent government agency with roughly seven full-time employees. An organizational chart is provided in **Figure 1** below.

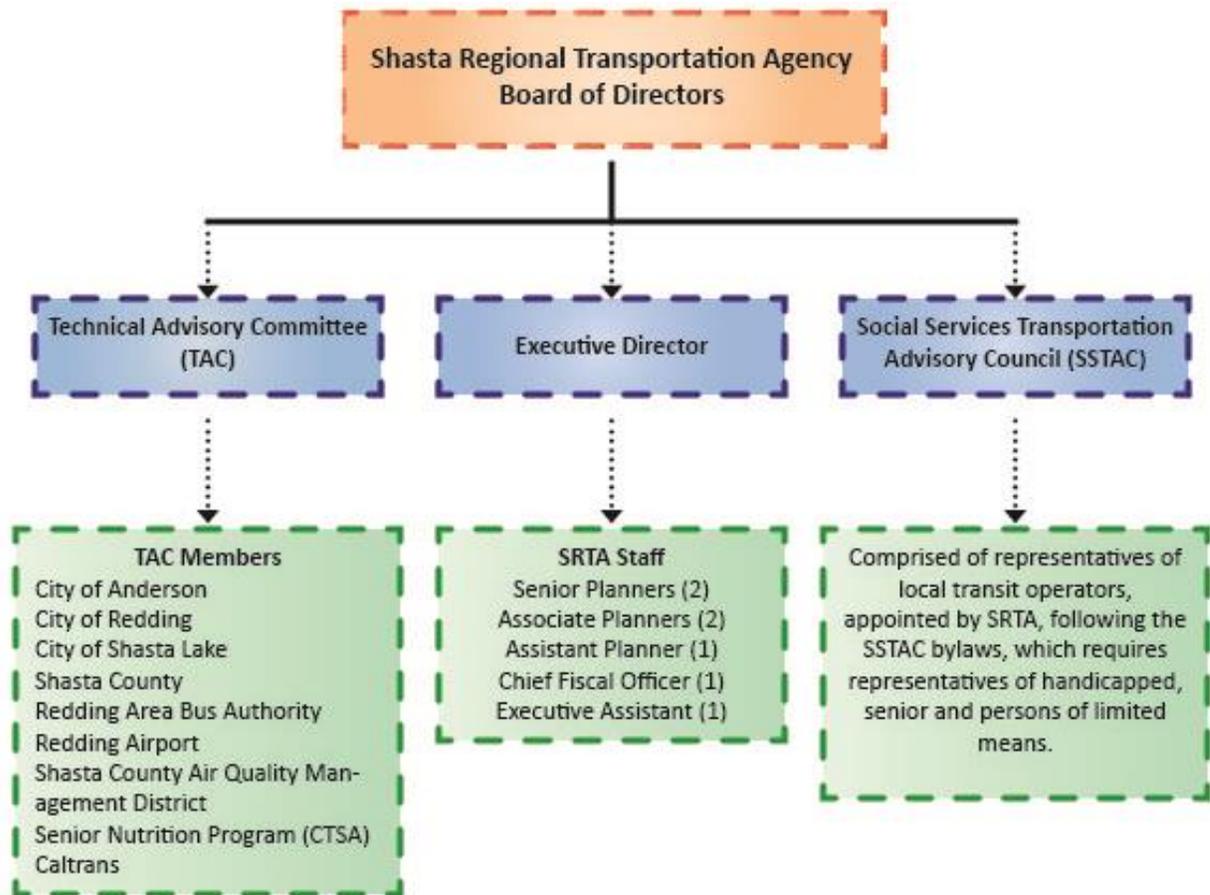


Figure 1: SRTA Organizational Chart

B. Agency and Staff Contact Information

Table 1: Agency and Staff Contact Information

Physical/Mailing Address	Telephone	Website
Shasta Regional Transportation Agency 1255 East Street, Suite 202 Redding, California 96001	(530) 262-6190	www.srta.ca.gov
	Fax	Email
	(530) 262-6189	srta@srta.ca.gov

Position	Name	Telephone	E-Mail
Executive Director	Dan Little	530-262-6191	dlittle@srta.ca.gov
Executive Assistant	Janie Coffman	530-262-6193	jcoffman@srta.ca.gov
Chief Fiscal Officer	Dave Wallace	530-262-6187	dwallace@srta.ca.gov
Senior Transportation Planner	Daniel Wayne	530-262-6186	dwayne@srta.ca.gov
Senior Transportation Planner	Kathy Urlie	530-262-6194	kurlie@srta.ca.gov
Associate Transportation Planner	Sean Tiedgen	530-262-6185	stiedgen@srta.ca.gov
Associate Transportation Planner	Ellen Talbo	530-262-6192	etalbo@srta.ca.gov
Assistant Planner	Keith Williams	530-262-6195	kwilliams@srta.ca.gov

C. Adopting Resolution

RESOLUTION



RESOLUTION NUMBER:	13-09
SUBJECT:	Shasta Regional Transportation Agency 2013 Public Participation Plan

WHEREAS, U.S. Code of Federal Regulations (23 CFR 450.316) guides the implementation of Moving Ahead for Progress in the 21st Century Act (MAP-21) with respect to the adoption of a Public Participation Plan by each Metropolitan Planning Organization (MPO); and

WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the designated MPO for Shasta County and is responsible to carry out the transportation planning and programming process; and

WHEREAS, the Public Participation Plan has been made available for public review for the required 45 days; and

WHEREAS, the board of directors has considered all relevant information, including the factors set forth in the federal regulations that guide the implementation of MAP-21; and all relevant verbal and written comments which have been submitted in a timely manner; and

WHEREAS, all interested agencies, organizations and persons have been given opportunity to be heard with respect to any matters relating to the proposed Public Participation Plan; and

WHEREAS, the proposed Public Participation Plan meets or exceeds the requirements of federal and state regulations:

NOW, THEREFORE, BE IT RESOLVED that the Shasta Regional Transportation Agency approves and adopts the 2013 Public Participation Plan.

PASSED AND ADOPTED this 25th day of June, 2013, by the Shasta Regional Transportation Agency.



Greg Watkins, Chair
Shasta Regional Transportation Agency

I. Introduction

A. Importance of the PPP

Transportation planning and decision-making isn't so much a clear choice as it is a balancing act between diverse community needs, values, and priorities. Because the best technical solution is not always the best community solution, Shasta Regional Transportation Agency (SRTA) must engage the public and integrate their input into all policies, plans, and products.

The Public Participation Plan (PPP) outlines the ongoing process by which SRTA establishes a working relationship with the community and maintains open communication channels. Without early and ongoing public involvement, SRTA may miss opportunities to add value to projects; or worse, bring the wrong mobility solutions to market.

Goals of the PPP

- 1. Ensure equitable, comprehensive access to all planning processes and decision making;*
- 2. Employ the most approachable, relevant, and effective strategies; and*
- 3. Provide meaningful opportunities for the public to affect regional plans and programs.*

B. How to use this document

The PPP is designed to be a reference document for both the community and SRTA. The PPP serves as an informal two-way agreement between the agency and its various 'customers' by establishing clear protocols and expectations. SRTA's customers include but are not limited to the general public, community stakeholders, community decision makers, tribal governments, and local/state/federal partners. Through the PPP, all interested individuals and entities may more closely follow SRTA's activities and SRTA may be more consistent in its outreach efforts.

The balance of this document is divided into the following sections:

- Section II – Discusses the **purpose of the PPP**, including the various state and federal legal requirements that SRTA must comply with;
- Section III – Discusses common **tools and techniques** utilized to enhance the public outreach process;
- Section IV – Discusses routine and one-off **activities involving public participation**;
- Section V – Discusses SRTA's **consultation with partners**; and
- Section VI – Discusses the **measuring of success** via performance measures.

C. Challenges

Planning transportation projects for a region with multiple jurisdictions and wide-ranging demographics comes with its set of challenges. The table below lists some of the foremost challenges and examples of strategies and techniques employed to address these issues.

Table 2: Challenges and Sample Strategies and Techniques

Challenges	Examples of Ways these Challenges Are Addressed
SRTA serves a diverse population that the agency is legally and ethically bound to represent – each with different needs, priorities, and ability to access and influence the planning process.	Partner with other entities, such as Shasta County Health and Human Services Agency, in order to target traditionally underrepresented segments of the population, including low-income households, the elderly, and non-English speaking citizens.
Limited resources make it difficult to compete for the public’s attention.	Embrace grass roots communication versus expensive media buys. Establish good rapport with members of the press. Invite reporters to interview SRTA planners and prepare articles for publication.
The planning process is complicated and can be intimidating to the average resident who may not know where to start, who to talk to, or how to provide input.	Avoid the use of planning and legal jargon. Use visualization techniques to describe complex concepts. Visit the public on their turf (such as community meetings); do not expect the public to come to SRTA.
SRTA projects are usually long-term and regional in nature, competing for the public’s attention against projects that have more immediate and/or localized impacts. This becomes an issue of project value and significance versus near-term urgency.	Use performance measures that are meaningful to the public and which personalize the impacts of different decisions. Utilize visualization techniques that enable residents to see scenarios that might otherwise be difficult to imagine.
The effectiveness of SRTA public outreach efforts is difficult to measure.	SRTA utilizes a range of measures based on: Access (information is made readily available); Awareness (the public is able to understand the issues and alternatives); and Action (the public provides meaningful feedback and/or plays a direct role in the planning process).

D. Levels of Participation

Not all projects, programs, or decisions warrant the same investment in outreach. SRTA selects the most appropriate level of engagement based on the scope of the activity and ability of the public and/or other partners to have meaningful impact or influence. This approach helps ensure limited resources are applied where it matters most and does not tire or patronize the public. Levels of outreach include the following:

- The **Inform** level of public participation provides the public with the information they need to understand the agency's decision-making process. This level is typically applied when there is negligible community impact or if there is little if any opportunity to change the outcome.
- The **Consult** level of public participation represents the basic minimum opportunity for public input to a decision. Consult simply means to ask for the public's opinions and consider any input received. Input is generally asked for at set points or project milestones.
- At the **Collaborate** level, the public is directly engaged in decision-making. Possible actions or solutions are typically generated by the public and there is an explicit attempt to find consensus. Conducting a collaboration level program is time-consuming and resource intensive.

It should be noted that these levels are not rigidly applied nor are they mutually exclusive; multiple levels of public participation may be employed at different stages or because different stakeholders will choose to engage at different levels. Flexibility and adaptability are essential to a successful outreach effort.

II. Purpose of the PPP

A. Satisfying Legal Requirements

The PPP was developed and is updated in accordance with guidelines established by federal, state, or local regulations including those listed below.

1. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

The Code of Federal Regulations for metropolitan transportation planning and FHWA guidelines provide the following guidance:

Metropolitan Planning Organizations (MPOs) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. (Planning Assistance and Standards, (23 CFR 450.316)

SRTA complies with the MPO requirements listed in 23 CFR 450.316 (see Appendix B). More specifically, the participation plan shall be developed in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the transportation improvement program (TIP);
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Holding any public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

- Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

In addition, FHWA and FTA support proactive public involvement at all stages of planning and project development. State departments of transportation, metropolitan planning organizations, and transportation providers are required to develop – in consultation with the public – effective involvement processes tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation of criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to the decision-making process prior to closure.

2. United States Code

a. Title 23, Section 134, Subsections i and j (23 U.S.C. § 134)

This law mirrors much of the content of 23 CFR 450.316, and underscores the value of public participation in the development of regional transportation plans (See Appendix C for a detailed description).

b. Title 49, Section 5303, Subsection I (49 U.S.C. § 5303)

This law also mirrors much of the content of 23 CFR 450.316, and underscores the value of public participation in the development of regional transportation plans (See Appendix D for a detailed description).

3. Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)

The Sustainable Communities and Climate Protection Act of 2008, Senate Bill 375 (Steinberg), prompts regional planning to reduce greenhouse gas (GHG) emissions from cars and light trucks through coordinated transportations and regional land use planning in order to meet regional per capital vehicular greenhouse gas emissions targets set by the California Air Resources Board (CARB).

As required by the legislation, the SRTA shall develop a sustainable communities strategy (SCS) or, if needed, an alternative planning strategy (APS) as an additional element of the regional transportation plan. The legislation includes specific public participation

requirements for the development of the SCS and APS, if needed, which have been addressed in the PPP. A summary of these new requirements are listed below:

- Expanded stakeholder groups and consultation with agencies;
- Inclusion of multiple workshops and public hearings to inform the public regarding the development of the RTP and SCS/APS; and
- Broaden visual presentation of the RTP and SCS/APS.

Once adopted, the SCS and an alternative planning strategy (APS), if needed, will be incorporated into the RTP.

4. The Ralph M. Brown Act (California Government Code §§54950-963)

The Ralph M. Brown Act (The Brown Act), also known as the “Open Meeting Law”, governs the meetings and actions of governing board members of local public agencies and their created bodies. In essence, the Brown Act ensures that local government bodies are open to the public. The Act also extends to any committee or other subsidiary body of a local agency, whether permanent or temporary, decision-making or advisory, which is created by such a governing board. The Brown Act sets minimum standards for open meetings relative to access to public, location of meetings, notice posting, agenda distribution, and public input. The public agency may adopt reasonable regulation ensuring the public’s right to address the agency, including regulation to limit the total amount of time allocated for public testimony. SRTA and its committees adhere to these requirements involving proper noticing, access and ability to address the board of directors and committees.

Due to time constraints at board of directors meetings, unscheduled comments by the public may be limited to three minutes in length. The SRTA encourages interested citizens to provide written copies of presentations to the board of directors/ committees, particularly if the statement is too long to be presented in its entirety. Citizens unable to attend the meeting may submit their concerns and ideas in writing to staff, who will then present the comments to the respective board of directors/ committee in either a written or oral format.

5. Title VI of the Civil Rights Act of 1964 as Amended (42 U.S.C. Section 2000d)

Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance” (42 U.S.C. § 2000d). SRTA adheres to Title VI and environmental justice principles. Individuals with special needs are requested to contact SRTA before the scheduled meeting (at least 48 hours) to arrange for an interpreter or other accommodations.

6. U.S. DOT Order 5301.1 – Consultation and Coordination with Tribal Governments

U.S. Department of Transportation Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. SRTA’s executive director maintains ongoing communication with tribal councils regarding transportation planning projects. SRTA’s

Policy for Consultation with Native American Tribal Governments (see Appendix A) details how the agency consults with local Tribal Governments concerning transportation plans and programs.

B. Transparency and Accountability

In accordance with the Brown Act, SRTA conducts its business in meetings open to public attendance and comment. To encourage participation, the general public is notified in advance of meetings, workshops, and public hearings through various media formats. These are basic standards mandated by law. SRTA routinely exceeds these requirements in order to insure the highest quality products. Consistency helps build trust between SRTA, the public, and its partners.

The Shasta*FORWARD*>> Regional Blueprint is a prime example of SRTA's public participation ethic. This regional growth and development visioning effort included an expansive and inventive number of strategies to communicate with the public; a detailed assessment of community values and priorities; and the meaningful opportunities for the public to influence the outcomes at every phase of the project. Positive experiences by the public when interacting with SRTA lead to continued participation in future projects.

This relationship between SRTA and the public depends on a system of performance metrics and accountability. In the development of SRTA projects, the agency works with its funding partners and the public to establish appropriate performance measures (see Public Outreach Measures of Effectiveness p. 26). Goals are established and routinely reported to project partners.

C. Predictability and Consistency

The establishment of a public participation plan – formed by SRTA with input from the public, different government agencies, and tribal organizations – helps set reasonable expectations for individuals and organizations wishing to participate in the development of transportation plans and programs for the region. By identifying how and when people can get involved in the planning process, potential conflicts can be avoided, and fair and equitable access can be ensured. Simply put, the PPP is a “playbook” so everyone knows and plays by the same rules.

The SRTA is committed to maintaining a public participation process that is responsive to and consistent with the changing makeup and needs of the community. It will continue to seek new and innovative ways to engage the public and keep them informed as to the plans, programs and policies that are under consideration. Additionally, its process will conform to the current federal transportation funding legislation under MAP-21.

III. The ‘Toolbox’: Tools and Techniques for Effective Public Outreach

A. Overview

While most planning and programs have specific minimum requirements, all require a situation-specific mix of outreach tools/strategies.

B. Summary of Tools

Public outreach tools are ever-evolving. The following matrix represents some of the most commonly used tools that SRTA draws upon and that the public may request:

Table 3: Outreach Tools

Tools	Strengths	Weaknesses
Formal Public Hearings	<ul style="list-style-type: none"> • Direct input/feedback from residents • Establishes a public record • Opportunity to clarify questions from the public 	<ul style="list-style-type: none"> • Too structured for free-flow of information • Too intimidating for some • May occur too late in the process to afford substantial impact on the final outcome
Public Meetings/Workshops	<ul style="list-style-type: none"> • Direct input/feedback from residents • Can be tailored to specific issues or interest groups • Can be scheduled at a time and location convenient to the public 	<ul style="list-style-type: none"> • Attracting participation and preparing for the event can require considerable effort and expense • Difficult for some to attend
Technical Advisory Committees	<ul style="list-style-type: none"> • Expert review, feedback, and recommendations • Improved downstream coordination and implementation efforts 	<ul style="list-style-type: none"> • Input typically focused on a technical or other narrow perspective
Steering Committees	<ul style="list-style-type: none"> • Representation from disparate groups to discuss options and develop consolidated recommendations to decision makers • Opportunity to fine-tune options before presenting to the scrutiny of the public 	<ul style="list-style-type: none"> • Indirect community input via representation
Website	<ul style="list-style-type: none"> • Timely and convenient public access to planning and programming documents, meeting locations, agendas, contact information, etc. • Low cost 	<ul style="list-style-type: none"> • Disproportionate internet access among certain segments of the population • Presents a technical hurdle to individuals with little computer experience • Vigilant webmaster required

Social Media	<ul style="list-style-type: none"> • Direct input/feedback from residents • Low cost • Interested individuals can follow the progress of a plan/project with instantaneous updates • Increasingly popular medium, particularly with younger citizens 	<ul style="list-style-type: none"> • Public comments can sometimes be misdirected or difficult to validate • Anonymous comments can be inappropriate • Vigilant webmaster required
Surveys (direct mail, internet, telephone, etc.)	<ul style="list-style-type: none"> • Direct public input • Standardized questions and response types aid in the collection and analysis of data • Web-based surveys can be instantly compiled, updated, and displayed 	<ul style="list-style-type: none"> • Low response rate depending on medium used (direct mail, internet, etc.) • Can be costly to administer (web surveys are less expensive) • Qualitative and open-ended responses more difficult to obtain and tabulate
Focus Groups	<ul style="list-style-type: none"> • Can gauge public opinion • Interactive • Good for consensus building 	<ul style="list-style-type: none"> • Time consuming • Works best in smaller groups of 8-11 participants
Open Houses	<ul style="list-style-type: none"> • Informal setting • Allows for one-to-one exchanges • Typically held at a time and location convenient to the public 	<ul style="list-style-type: none"> • Multiple locations required • Inconsistent public attendance
Direct Mail	<ul style="list-style-type: none"> • Can be targeted at specific geographic areas 	<ul style="list-style-type: none"> • Low response rate • High cost
Public Notices	<ul style="list-style-type: none"> • Typically satisfies legal notice requirements • Provides broad access 	<ul style="list-style-type: none"> • Low visibility • High cost

IV. Activities Involving Public Participation

A. Recurring Plans & Supporting Documents

Recurring plans are carried out according to set intervals and have specific outreach requirements. These requirements are spelled out or referenced in state or federal legislation.

There are two key transportation initiatives that are specifically called out in federal law as needing early and continuing opportunities for public participation — development of the Regional Transportation Plan and the Federal Transportation Improvement Program. These efforts draw upon past planning cycles and are repeated with typically minor variations, updates, and improvements each cycle.

1. Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) is a long-range planning and policy document that must be updated every 5 years. Transportation projects must be programmed in the RTP to qualify for state and federal funds. The RTP establishes priorities for all modes of transportation region-wide over a 20-year horizon. The RTP also addresses transportation-related issues such as: air quality, land use, and environmental impacts. An environmental impact report (EIR) must be prepared that can subsequently be used to streamline environmental reviews for land use and transportation projects. The 2010 RTP and EIR were approved by the SRTA board on July 27, 2010. The RTP must be updated by July, 2015.

Table 4: RTP Update

Public Participation for the RTP Update <i>(Procedures may not occur exclusively or in the order shown)</i>					
1.	2.	3.	4.	5.	6.
Comprehensive project scope and timeline reviewed by advisory committee(s) and distributed. Includes early and continuing opportunities to comment.	Numerous targeted workshops w/advisory committees and stakeholder groups. SRTA contact database used to notify public of opportunities to participate.	Opportunities to participate via the Web Key. Draft documents posted online for public review and comment.	Inter-governmental consultation with affected agencies.	Draft plan released for 30-day public review. At least 1 formal public hearing before SRTA Board of Directors. Additional 5 day public review if final RTP differs significantly from draft RTP and/or raises new issues.	Adoption by the SRTA Board of Directors at a public meeting.

Table 5: RTP Amendment

Public Participation for RTP Amendment <i>(Procedures may not occur exclusively or in the order shown)</i>					
1.	2.	3.	4.	5.	6.
Public notice	Reviewed by Transportation Advisory Committee or SRTA Board of Directors	Amendment Category	Public Hearing Requirement	Public Review Period, # of Days	Approval
	Posted in SRTA office	Category 1 Administrative	n/a	n/a	SRTA Exec. Director
	Posted on SRTA web site	Category 2 Formal	No	14	Approval at a public meeting by the SRTA Board of Directors

2. Transportation Improvement Plans (TIPS)

a. Regional Transportation Improvement Plan (RTIP)

Every two years SRTA is required by the state to develop and adopt a 5-year program of projects known as the Regional Transportation Improvement Program (RTIP). Submitted by December 15th of odd numbered years, the RTIP is a list of recommended capital outlay projects for transportation improvements, including new facilities, rehabilitation, and operational improvements.

b. State Transportation Improvement Plan (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the state highway system, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. SRTA uses STIP funds for major, capacity-increasing transportation projects such as lane additions and new roads.

c. Federal Transportation Improvement Plan (FTIP)

As an MPO, SRTA is required to prepare a Federal Transportation Improvement Program (FTIP) every four years in accordance with Section 450.324 of the Federal Metropolitan Transportation Planning and Programming regulations. The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP indicates the area’s short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system.

Table 6: Transportation Improvement Plan (TIP) Update

Transportation Improvement Plan (TIP) Update <i>(Procedures may not occur exclusively or in the order shown)</i>				
1.	2.	3.	4.	5.
Public notice Direct notice sent to Regional Transportation Plan (RTP) participants via contacts database Public involvement activities and this TIP public notice satisfy RABA's and SRTA's Program of Projects (POP) public participation requirements	Inter-governmental consultation, as appropriate 30-day public review and comment period Draft TIP at SRTA office Post on SRTA Web site	Inform media Extend public review by 5-days if final TIP differs significantly from draft TIP or raises new material issues	Review by SRTA Technical Advisory Committee Response to significant comments compiled into an appendix in the final TIP	Adoption by SRTA Board of Directors at a public meeting with public hearing Approval by Caltrans, FHWA, and FTA

Table 7: TIP Amendment

TIP Amendment <i>(Procedures may not occur in order shown. All procedures in accordance with Federal guidance)</i>					
1.	2.	3.	4.	5.	6.
Public notice Direct notice sent to RTP participants via contacts database Public involvement activities and this TIP public notice satisfy RABA's and SRTA's POP public participation requirements	Review by SRTA Technical Advisory Committee or SRTA Board of Directors Post in SRTA office Post on SRTA web site	Amendment Category	Public Hearing	Public Review Period, # of Days	Approval
		Category 1 Administrative	n/a	n/a	SRTA Exec. Dir. / Caltrans
		Category 2 Formal	No	14	Approval by Caltrans & FHWA/FTA

Table 8: TIP Technical Correction

TIP Technical Correction <i>(Procedures may not occur in order shown)</i>		
1.	2.	3.
No public review	Corrections by staff	No approval required

B. Supporting Documents

1. Overall Work Program (OWP)

Annually, SRTA develops an Overall Work Program (OWP). The OWP provides an overview of SRTA and the region, documents regional transportation goals, objectives, and actions toward implementation. The OWP is a scope of work for transportation planning activities, including estimated costs, funding sources and completion schedules. The OWP is the annual funding contract between the state and SRTA.

2. Unmet Transit Needs Assessment

Transportation Development Act (TDA) funding comes from fuel taxes and funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the Local Transportation Fund (LTF) for local streets and roads, construction and maintenance. The annual Unmet Transit Needs Assessment process certifies that all public transit needs that are reasonable to meet are addressed before funding is available for non-public transit uses. The State Transit Assistance (STA) fund can only be used for transportation planning and mass transportation purposes, such as equipment purchase, track, and facility construction.

3. Coordinated Human-Services Transportation Plan (CHSP)

The SRTA is the lead agency for the development of a Coordinated Human-Services Transportation Plan (CHST) under the direction of the MAP-21, enacted on October 1, 2012. Projects receiving federal funding under sections 5310, 5316, and 5317, must have been selected in the context of a CHST. The CHST provides strategies for meeting local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults, and people with low incomes.

A CHST can be developed separately from metropolitan and statewide transportation processes and then incorporated in to broader plans, or it may be developed as part of the statewide transportation planning process. The MPO is responsible for determining that projects selected within the CHST are included in the FTIP, statewide transportation plans, and the State Transportation Improvement Program (STIP). FTA proposes that the CHST follow update cycles for MPO plans (four years in air quality nonattainment and maintenance areas, and five years in air

quality attainment areas). Shasta County is an attainment area. The CHST will be utilized by the SRTA as a framework for administrating FTA funds and encouraging coordinated planning.

4. Public Participation Plan (PPP)

This document is intended to provide guidance for the SRTA, the SRTA Board of Directors, staff, local elected officials, and the public regarding public participation and interagency consultation throughout the regional planning process. It contains the policies, guidelines and procedures SRTA uses in developing the regional planning process.

5. Agreement with SRTA and the Redding Area Bus Authority (RABA) for Planning, Programming and Fund Allocation

The purpose of this agreement is to set forth the basic structure for cooperative planning and decision making between SRTA and RABA. It does not apply to the allocation of TDA revenues. The document also explains how the SRTA public participation process will be used to meet RABA's public participation requirements, as related to its Program of Projects (POPs).

6. Program of Projects (POPs) for Grant Funding

Consistency of the POP with the Federal Transportation Improvement Program (FTIP) is paramount. In addition to the Redding Area Bus Authority (RABA), SRTA periodically develops POPs for federal transit grants. SRTA POPs will be publicly noticed, through the Transportation Improvement Program (TIP) public notification process.

C. Special Projects

Occasionally, transportation plans are required that may not have a template, model, or specific legal requirements. These plans require more careful thought and consideration than reoccurring plans. SRTA evaluates each project on a case-by-case basis and pulls from the toolbox an appropriate mix of strategies to effectively address public participation for that project. Alternatively, the project may require the SRTA to develop new public outreach strategies.

Special projects are most often grant-funded projects. For example, in the development of Shasta *FORWARD>>*, SRTA employed a large-scale outreach effort to maximize the public input needed to arrive at a preferred regional growth scenario. Specific strategies included but were not limited to:

- Production of two 30-minute television programs;
- Project specific website;
- Several community surveys administered via multiple mediums;
- Radio advertising and participation in talk radio programs;
- Newspaper articles;
- Focus groups;
- Project steering committee meetings;
- Community workshops; and
- Board/council presentations.

In the development of special projects, public outreach methods may also be created that serve to inform or augment reoccurring plans. Results from this effort then serve to inform the Sustainable Communities Strategy pursuant to California SB 375 and development of the RTP.

On occasion, planning initiatives are a response to a current issue or challenge. In response to forecast deteriorating traffic conditions on Interstate 5, SRTA collaborated with the Tehama County Transportation Commission (TCTC) on the Fix Five project. This effort identified the need and resources required for additional capacity on a 61-mile stretch of Interstate 5 in order to support forecast growth and development.

Specific outreach strategies included, but were not limited to:

- Multiple public meetings in each county;
- Technical Advisory Committee;
- Executive Committee;
- Presentations to various civic and professional groups;
- Regular meetings and correspondence with television, print, and radio media; and
- Presentations to all city councils, board of supervisors, and the Redding Rancheria Tribe

V. Partner Consultation

Transportation planning is a collaborative process. Progress can be hindered by individuals and organizations working independent of each other. SRTA seeks to eliminate this type of transportation planning in ‘silos’ and increase efficiency by working together with interested parties on a common vision. The SRTA staff maintains contact with a number of other public agencies and non-governmental organizations. Some of SRTA’s many community partners include:

A. Governmental Partners

1. Tribal Governments

Pit River Tribe, Redding Rancheria

2. Local and Regional Government Partners

City of Anderson, City of Redding, City of Shasta Lake, County of Shasta, Local Agency Formation Commission (LAFCO), Shasta County Air Quality Management District, Redding Area Bus Authority (RABA), Redding Police Department, Shasta County Sheriff’s Office, North State Super Region, California Association of Councils of Governments (CALCOG).

3. State Government Partners

Caltrans District 2, California Transportation Commission (CTC), California Association of Councils of Government (CALCOG), California Highway Patrol (CHP), Business Transportation and Housing Agency (BT&H), California Department of Finance (DOF), California Environmental Protection Agency (CalEPA),

Governors' Office of Planning and Research (OPR), State Parks, CAL FIRE, California Department of Fish and Wildlife.

4. Federal Government Partners

Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Transportation (DOT), National Park Service, Bureau of Land Management (BLM), U.S. Environmental Protection Agency (EPA), U.S. Forest Service.

B. Private/Non-Governmental Partners

The list below is not exhaustive. There are other entities in operation that are also important to the planning process.

Shasta Cascade Bicycle Coalition, Shasta Living Streets, Shasta Wheelmen, Trails and Bikeways Council of Greater Redding, Shasta Land Trust, The McConnell Foundation, Save Burney Falls (SBF), Shasta Voices, Citizens for Smart Growth, Viva Downtown Redding, Turtle Bay Exploration Park, Mother Lode Chapter of the Sierra Club, Shasta College, Healthy Shasta, Far North Regional GIS Council (FNREGC), Redding Mountain Biking, Shasta Growers Association, California Geographic Information Association, Chambers of Commerce, Builders Exchange, California Trucking Association, Board of Realtors, and more.

VI. Measuring Success

A. Vision of Success

In an ideal world, residents representing a full cross-section of the population and their respective needs would attend, participate, and provide feedback at workshops and public hearings for transportation plans and projects. Underrepresented segments of the population would proactively engage civic leaders, attend public meetings, and attend hearings on issues that affect themselves and their neighborhoods.

In the real world, however, Shasta County residents lead busy lives and often do not have the time to find out how to get involved in the transportation planning process, nor are they even aware of how the planning process might affect their community. This underscores the need for a successful public participation plan. In order to ensure that the public participation plan is a success and the region's expectations are being met, performance measures must be in place so the SRTA can gauge, adjust, and improve the performance of its plans and projects over time.

In order to better understand the effectiveness of the public outreach, performance measures have been grouped into three categories:

Access – Does the public have equitable access to information on all SRTA plans, programs, and decision making processes (i.e. did the SRTA reach out to the public)?

Awareness – Is adequate information available to the public to formulate useful feedback (i.e. does the public get the information)?

Action – Did the public respond or otherwise contribute to the planning process (i.e. is the public doing anything about it)?

B. Public Outreach Measures of Effectiveness

To date, SRTA has not included specific performance measures in the PPP. An increased focus on performance measures in federal and state law and corresponding funding programs have led SRTA to add a new section on public outreach measures of effectiveness. The following actions for FY 2013/14 through 2016/17 will establish baseline data needed to form future performance measures and targets (see Table 9).

Table 9 – Development of Public Outreach Measures of Effectiveness

Access	Awareness	Action
<p><u>Goal:</u> Compliance with all state & federal public participation requirements</p> <p><u>Action/Measure:</u> Year 1 – 3: 100% compliance</p>	<p><u>Goal:</u> Increase public awareness regarding the agency, its programs, and how to participate.</p> <p><u>Action/Measure:</u> Year 1 - 3: Develop and administer a statistically valid random telephone survey measuring public awareness in order to set baseline performance levels and identify areas for improvement. Take strategic action to improve public awareness measures over time as appropriate. Resurvey as necessary in future years to gauge progress.</p>	<p><u>Goal:</u> Increase public attendance and verbal comments at board meetings.</p> <p><u>Action/Measure:</u> Year 1: Establish baseline data for attendance and comments submitted at SRTA board meetings. Develop and employ strategies to increase public participation. Year 2 – 3: Continue to track and set performance goals as appropriate</p>

<p><u>Goal:</u> Provide timely access to all significant SRTA documents in an easy to find format via the agency website: www.srta.ca.gov</p> <p><u>Action/Measure:</u> Year 1 – 3: Develop new, user-friendly agency website with searchable database of documents. Post all documents in a timely manner.</p>	<p><u>Goal:</u> Increase web hits on SRTA and project-specific websites and</p> <p><u>Action/Measure:</u> Develop new, user-friendly agency website. Track web activity. Establish baseline and targets for performance measures.</p>	<p><u>Goal:</u> Increase number of written public comments (regarding any agency plan or program).</p> <p><u>Action/Measure:</u> Year 1: Establish a method for logging and documenting public comments received. Develop and administer tools/strategies intended to increase active public participation.</p> <p>Year 2 – 3: Track progress and reassess tools/strategies as appropriate.</p>
<p><u>Goal:</u> Provide timely notice to all interested parties regarding SRTA’s plans, programs, and events.</p> <p><u>Action/Measure:</u> Year 1: Add tool to new agency website allowing visitors to register to receive information on topics of interest.</p> <p>Year 1 - 3: Review and update SRTA contact lists annually.</p>		

VII. Appendices

Appendix A – Policy for Consultation with Native American Tribal Governments

SHASTA COUNTY RTPA POLICY AND PROCEDURE MANUAL		Number
		5-6
SECTION: Rules of the Shasta County RTPA	Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments	
APPROVAL DATE: 6/28/11		
Page No. 1 of 4		

Policy for Consultation with Native American Tribal Governments

Consultation is the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement.

Requirement to Consult

U.S. Department of Transportation Order 5301.1 ensures that programs, policies, and procedures administered by the U.S. DOT are responsive to the needs and concerns of Native American Tribal Governments. This Order provides a very thorough overview of the various federal regulations and Executive Orders on this subject. This Order is available at:

<http://environment.fhwa.dot.gov/guidebook/vol2/5301.1.pdf>

US Code Title 23 Sec 135 (e and f) generally state that Tribal government concerns should be considered in developing planning documents. Title 23 CFR part 450.316(c) specifies that MPOs involve federally recognized Native American Tribal Governments in the development of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP).

Federally Recognized Tribes

A contact list of California Native American Tribes that are both federally and non-federally recognized is maintained by the Native American Heritage Commission. The two federally recognized Tribes in Shasta County are the Pit River Tribe, and the Redding Rancheria.

Federal recognition is a legal distinction that applies to a Tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs.

All California Native American Tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

Federal and state law require local agencies to consult with federally recognized Tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to initiation of communication and discussion format. More than one Tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the Tribal Government. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

The Shasta County Regional Transportation Planning Agency (SCRTPA) intends to consult with Native American Tribal Governments on activities that may impact their communities. Although consultation is not mandated for non-federally recognized Tribes, this does not preclude the RTPA from consulting with local Tribes when plans or activities might impact cultural values or the community.

Consultation

The Executive Director is the designated RTPA official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, contact shall be initiated directly with the Tribal Chair to inquire as to protocols in place such as cultural resource contacts, procedures, time limits, and restrictions affecting communication. Development of mutually agreed-upon protocols may result in more effective consultation efforts with individual Tribes. Consultation should be done face-to-face whenever possible.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Notification of Tribes is not the same as consultation. Sufficient time should be provided in a request for consultation in order to allow the Tribal Council to take official action. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of the tribe's participation in the planning process. The request should specify the location of the area of potential effect addressed by the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

In 1999 the California Transportation Commission adopted additional guidelines:

The Regional Transportation Plan process shall meet the federal and state requirements to consult with and consider the interests of Indian Tribal Governments in the development of transportation plans and programs, including funding and programming of transportation projects accessing tribal lands through state and local transportation programs.

Planning Documents

Planning studies, Transportation Improvement Programs (FTIP, STIP, RTIP), and Regional Transportation Plan (RTP), Overall Work Program (OWP)

Consult with Tribal Governments in preparation of planning studies and programs affecting the Tribe:

- ❖ Initiate consultation by letter from the Executive Director to the Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- ❖ Offer to meet to discuss the Tribe's needs and concerns regarding impacts within their jurisdiction prior to the beginning of preparation of documents. If the Tribal Chair and/or their representatives elect not to meet, send a copy of the draft report for their review.
- ❖ Consult with Tribal governments while developing the RTP, addressing Tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.
- ❖ Invite representatives of the Tribe to public meetings.

Transit studies, unmet needs hearing, transit needs assessment

Consult with the Tribal Governments on transit needs in their area:

- ❖ Initiate consultation and invitation to the unmet needs hearing by letter from the Executive Director to Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- ❖ Offer to meet to discuss the Tribe's transit needs and concerns.
- ❖ Outreach to members of the Tribe through local newspapers, Indian newsletters, or trust lands meeting places.

Grant Programs: Transit 5311, Transportation Enhancements, JARC, New Freedom, etc.

Coordinate with the Tribal Governments to provide them information and technical assistance on grant programs administered by the RTPA or others:

- ❖ Initiate consultation by letter from the Executive Director to the Tribal Chair with copies to the CEO, Administrator, and Cultural Department representatives.
- ❖ Provide notice of each grant and its application deadlines.
- ❖ Offer assistance in completing grant applications.
- ❖ Invite representatives of the Tribe to any training or public meetings regarding the grants.
- ❖ Coordinate between the Tribe and RTPA member agencies.
- ❖ Consult with and consider the interests of the Tribal Government.

Indian Reservation Road (IRR) Planning and Programming

Coordinate amongst planners and engineers in local agencies and Tribes:

- ❖ Offer to meet to discuss the Tribes needs and concerns when contacted by the Tribal representatives.
- ❖ Provide assistance in IRR planning.
- ❖ Coordinate with federal entities as requested by the Tribe.

Appendix B – Code of Federal Regulations, Title 23, Part 450, Section 316

Excerpt from Federal Register/Vol. 72 No. 30

Title 23: Highways; Part 450—Planning Assistance and Standards

450.316 Interested parties, participation, and consultation.

(a) The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Appendix C – United States Code, Title 23, Chapter 1, Section 134

(6) Participation by interested parties. -

(A) In general. - Each metropolitan planning organization 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 transportation plan.

(B) Contents of participation plan. - A participation plan –

(i) shall be developed in consultation with all interested parties; and

(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) Methods. - In carrying out subparagraph (A), the metropolitan planning organization shall, 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 subparagraph (A).

(7) Publication. - A transportation plan involving Federal participation 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.

(8) Selection of projects from illustrative list. - Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

(j) Metropolitan TIP. -

(1) Development. -

(A) In general. - In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that -

(i) contains projects consistent with the current metropolitan transportation plan;

(ii) reflects the investment priorities established in the current metropolitan transportation plan; and

(iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) Opportunity for comment. - In developing the TIP, the metropolitan planning organization, 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 subsection (i)(5).

Appendix D - United States Code, Title 49, Section 5303

(6) PARTICIPATION BY INTERESTED PARTIES.—

(A) IN GENERAL.—Each metropolitan planning organization 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 transportation plan.

(B) CONTENTS OF PARTICIPATION PLAN.—A participation plan—

(i) shall be developed in consultation with all interested parties; and

(ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

(C) METHODS.—In carrying out subparagraph (A), the metropolitan planning organization shall, 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 subparagraph (A).

(7) PUBLICATION.—A transportation plan involving Federal participation 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.

(8) SELECTION OF PROJECTS FROM ILLUSTRATIVE LIST.—Notwithstanding paragraph (2)(C), a State or metropolitan planning organization shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (2)(C).

(j) METROPOLITAN TIP.—

(1) DEVELOPMENT.—

(A) IN GENERAL.—In cooperation with the State and any affected public transportation operator, the metropolitan planning organization designated for a metropolitan area shall develop a TIP for the metropolitan planning area that—

(i) contains projects consistent with the current metropolitan transportation plan;

(ii) reflects the investment priorities established in the current metropolitan transportation plan; and

(iii) once implemented, is designed to make progress toward achieving the performance targets established under subsection (h)(2).

(B) OPPORTUNITY FOR COMMENT.—In developing the TIP, the metropolitan planning organization, 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 subsection (i)(5).