REPORT

DATE: October 4, 2007

TO: Transportation and Communications Committee
Regional Council

FROM: John Asuncion, Senior Regional Planner, (213) 236-1936, asuncion@scag.ca.gov

SUBJECT: 2008 Regional Transportation Improvement Program (RTIP) Guidelines.

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION TO TCC:
Approve the attached 2008 RTIP Guidelines, authorize staff to make technical changes to the Guidelines, and the approval process for RTIP Amendments to the Regional Council.

RECOMMENDED ACTION TO RC:
Approve the attached 2008 RTIP Guidelines, authorize staff to make technical changes to the Guidelines, and the approval process for RTIP Amendments.

BACKGROUND:
SCAG is required under both federal and state laws to develop a Regional Transportation Improvement Program. The RTIP is a six year funding program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality.

SCAG develops the RTIP in cooperation with the State (Caltrans), the county transportation commissions and IVAG, and public transit operators. Federal law requires that the RTIP be updated, adopted by SCAG, and sent to the Governor for approval. The RTIP Guidelines are updated every two years by SCAG staff working with the staff from the transportation commissions/IVAG to ensure that all current, administrative, and technical requirements are met.

The 2008 RTIP Guidelines were released for public review at the August 30, 2007 Transportation and Communications Committee meeting. At the time this report was prepared, SCAG has not received any comments to the Guidelines. Staff will provide updates on any comments that are received.

Information from the 2004 Regional Transportation plan (RTP) was used to prepare the 2008 RTIP Guidelines. Once the 2008 RTP is approved, staff will update the 2008 RTIP Guidelines to be consistent with the 2008 RTP. If authorized, staff will make technical changes to the Guidelines. Some examples of technical changes to the Guidelines include a schedule change, modeling criteria, and program codes. If there are any proposed changes to the Guidelines that are policy related, these proposed changes will be brought back to this committee for review and comment.

In addition, these Guidelines assume continuation of all major federal programs currently found in SAFETEA-LU in the 2008 RTIP cycle. The Guidelines will be modified if programs are modified, added, and/or deleted to be consistent with the applicable laws.

FISCAL IMPACT:
The staff resources necessary for developing the 2008 RTIP, including the 2008 RTIP Guidelines, are contained within the Fiscal Year 2007/08 SCAG budget.

Reviewed by:

Division Manager

Reviewed by:

Department Director

Reviewed by:

Chief Financial Officer

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Guidelines

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I. POLICY AND REQUIREMENTS

A. Introduction

These Guidelines have been prepared to facilitate the work of the county transportation commissions (Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties) (CTCs) and the Imperial Valley Association of Governments (IVAG), transit operators, and Caltrans in the development of "county TIPs" for inclusion in the Southern California Association of Governments (SCAG) 2008 Regional Transportation Improvement Program (RTIP). The RTIP Guidelines also describe the process and schedules for submittal of county TIPs to SCAG.

The core of the RTIP process is the development of project listings. These Guidelines assist in the development of project listings that fulfill the legal, administrative, and technical requirements prescribed by law and which minimizes duplicate efforts by the CTCs and IVAG, Caltrans, SCAG, and/or other agencies.

These Guidelines are consistent with SAFETEA-LU and the Metropolitan Transportation Programming final rule: 23 CFR Part 450 and 500, and 49 CFR Part 613.

B. General Overview of RTIP Process

SCAG is required under both federal and state law to develop an RTIP (23 U.S.C. §134 (h) and 49 U.S.C. § 5303(H); Cal. Government Code §§14527, 65082 and 130301 et seq.). The RTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. SCAG is the federally-designated Metropolitan Planning Organization (MPO) and as the state-designated transportation planning agency and multi-county designated transportation planning agency for the six-county Southern California region. SCAG develops the RTIP in cooperation with the State (Caltrans), the CTCs and IVAG, and public transit operators. Federal and state rules and regulations require that the RTIP be:

- Updated at least every four years, adopted by SCAG, and then sent to the Governor for approval. SCAG will continue to update the RTIP every two years.

- Developed consistent with the SCAG Public Participation Plan and the AB 1246 consultation process with the CTCs and Caltrans as set forth in the Public Utilities Code Section 130059.

- Consistent with the SCAG long-range RTP as the RTIP implements the projects and programs in the RTP.

- Compatible with the State Transportation Improvement Program (STIP) development and approval process (see page 4 for discussion of the STIP process).

- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas. In the South Coast Air Basin and in Ventura County, the RTIP shall give priority to eligible Transportation Control Measures

(TCMs) identified in applicable State Implementation Plans (SIPs) in accordance with the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR § 93) and shall provide for their timely implementation. TCMs are transportation projects and programs that are identified in applicable SIPs to help reduce air pollution from mobile sources. The 2008 RTIP must pass the five federal conformity tests, including timely implementation of TCMs, regional emissions analysis, fiscal constraints, interagency consultation, and consistency with the RTP.

- Consistent with financial constraint regulations (23 CFR §450.324(i)) that stipulate "financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated." Projects in air quality nonattainment and maintenance areas can be included in the first two years of the RTIP and STIP only if funds are "available and committed" (23 CFR § 450.324 (i)). Therefore, nonattainment and maintenance areas may not rely on proposed new taxes or other new revenue sources for the first two years of the RTIP and STIP until such sources have been enacted by legislation or referendum. In addition, federal funds distributed on a discretionary basis (including Section 5309, earmarks, and demonstration funds) are not considered available or committed until they are awarded by the USDOT (discretionary funds) or authorized by Congress (such as High Priority projects). Revenue and cost estimates for the RTIP must use an inflation rate(s) to reflect "year of expenditure dollars" based on reasonable financial principles and information (23 CFR § 450.324 (h)).

These and other federal and state-mandated RTIP requirements are described in the sections that follow. Also described in these Guidelines is the process for implementing the RTIP program in the SCAG region in accordance with state and federal rules. The schedule for processing the 2008 RTIP is provided on page 15. A flow chart of the RTIP Development Process is provided on page 14.

C. RTIP Period

The RTIP must cover a period of not less than four years but may cover a longer period. The SCAG 2006 RTIP covers a six-year period, from October 1, 2008 (FFY08/09) to September 30, 2012 (FFY13/14). Projects listed in the last two years of the RTIP (FFY12/13 & FFY13/14) will be considered informational consistent with federal regulations. The RTIP program years coincide with the federal fiscal year (FFY) budget cycle which begins October 1st and ends September 30th of each year.

SAFETEA-LU was signed into law by the President on August 10, 2005 and provides federal transportation funding through FFY 2009. It is expected that the federal government will enact another transportation funding program that will pay for the federally-funded projects proposed in the RTIP.

The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process. In the State of California, under Government Code Section 14529, the STIP is a five-year program. The 2008 STIP Program will cover the five-year period from July 1,

2008 (FY08/09) to June 30, 2013 (FY12/13), and falls entirely within the SCAG 2008 RTIP six-year period.

D. Policy Guidelines

1. The RTIP is the primary means of implementing the RTP.

2. To ensure consistency with the RTP, staff will compare RTIP projects with the first 5 and 10-year implementation schedules of the RTP for timeliness and modeling consistency.

3. In accordance with the Adopted 2004 RTP Policy #1, transportation investments shall be based on SCAG's adopted Regional Performance Indicators **(subject to change after the 2007 RTP is approved)**.

4. Timely implementation of committed TCM projects is required for conformity findings in SCAB and VC/SCCAB. TCM projects must be programmed prior to programming other capacity increasing projects.

5. In accordance with SAFETEA-LU, all regionally significant capacity enhancing projects and transportation control measures must be adequately described in the County TIP to determine project consistency with the most recently adopted RTP. The RTIP projects must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP.

6. The RTIP shall also include projects and programs consistent with the Strategic Highway Safety Plan and other transit safety and security planning and review processes, plans and programs, as appropriate.

E. The AB 1246 Process

As set forth in the Public Utilities Code Section 130000 et-seq. (otherwise known as the "AB 1246 Process"), SCAG in developing the RTIP must also consult with the CTCs and Caltrans.

> Pursuant to Section 130301 of the Public Utilities Code, "{t}he multicounty designated transportation planning agency {SCAG} which includes the area of the {county transportation} commission shall be responsible for long-range transportation system planning, including preparation of the regional transportation plan..." More specifically, such planning shall be directed to, among other things: "{c}oordination of the plans and short-range transportation improvement programs developed by the commissions, including resolution of conflicts between such plans and programs" and "{r}eview and comment concerning all near-term transportation improvement programs after the development of, but prior to, adoption of such programs by the commission." Public Utilities Code § 130301(h) and (k).

F. The State Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) is required to adopt and submit a STIP to the legislature and the Governor by April 1 of each even-numbered year. The STIP contains a list of all capital improvement projects to be funded with Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds. Caltrans is required to release an estimate of STIP funds available in the five-year STIP period by July 15 of every odd-numbered year; and the CTC is required to adopt the five-year estimate by August 15 of each odd-numbered year. The CTC has postponed the adoption of the STIP Fund Estimate one month to September 2007.

Pursuant to Cal. Government Code 14527(a), "After consulting with the department [Caltrans], the regional transportation planning agencies and county transportation commissions shall adopt and submit to the commission [California Transportation Commission] and the department [Caltrans], not later than December 15, 2001, and December 15 of each odd-numbered year thereafter, a five-year regional transportation improvement program in conformance with Section 65082. In counties where a county transportation commission or authority has been created --- the commission or the authority shall adopt and submit the county transportation improvement program, in conformance with Sections 130303 and 130304 of that code, to the multicounty designated transportation planning agency [SCAG]."

The deadline for submitting County STIPs to SCAG will be released when the California Transportation Commission adopts the 2008 STIP Fund Estimate in September 2007.

Other STIP programming-related requirements that affect the RTIP include:

- The STIP will be limited to projects that are expected to receive an allocation of STIP funds from the Commission within the STIP five-year period.
- The STIP submittal may not change the project delivery milestone date of any project as shown in the adopted STIP without the consent of Caltrans or the project lead.
- Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to reflect "year of expenditure dollars."
- Proposed STIP projects must be consistent with the RTP and subject to conformity requirements.
- Proposed projects must have completed a Project Studies Report (PSR) or a PSR-equivalent or major investment study for projects not on the state highway system.

Projects to be included in the RTIP for implementation (construction) must have proceeded (or proceed) through the environmental and design phases required by Federal Highway Administration/Federal Transit Administration (FHWA/FTA) (unless 100% state funded) and the state process. Major construction projects require a completed multi-modal alternative analysis through NEPA (consistent with federal requirements established to replace the MIS process from ISTEA and environmental clearances issued under the National Environmental Protection Act/California Environmental Quality Act (NEPA/CEQA).

G. The Regional Transportation Plan (RTP)

SCAG prepares the long range 30-year RTP every three years in accordance with state and federal requirements [Cal. Government Code 65080; 23 U.S.C. § 134 (g)]. This plan is adopted by the Regional Council, subject to conformity and fiscal constraint requirements, and then approved by the Governor and for conformity by USDOT. The 2004 RTP and draft portions of the 2007 RTP will serve as the basis for the development of the 2008 RTIP. **The portions of the guidelines associated with the RTP are subject to change with the adoption of the 2007 RTP.**

The RTIP is the process by which the RTP is implemented. It does so through providing an orderly allocation of federal, state and local funds for use in planning and building specific projects. Under law, the RTIP is required to advance the RTP by programming the projects, programs, and policies contained in the RTP, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, financing, and the timely implementation of Transportation Control Measures (TCMs).

1. Implementation of RTP Modeled Projects

The RTP models projects for completion in specific timeframes, thus establishing not only a project listing, but also a generalized phasing of projects for implementation. These projects with anticipated completion dates are listed starting on page 86 of these Guidelines. CTCs and IVAG will need to program projects for initiation within an appropriate time frame to ensure that they become operational during the time frame indicated in the RTP.

Modeled projects not included in the current time frame of the 2008 RTIP should be advanced only when additional funding becomes available and when the CTCs are able to demonstrate that they are in full compliance with the requirements of the timely implementation of TCMs as applicable.

2. Implementation of Transportation Demand Management and Non-Motorized Investments

Because the 2007 RTP draft is not currently available, the 2004 RTP actions and targets for implementation of Transportation Demand Management (TDM) and Non-Motorized Investments should be used for development of the 2008 RTIP. Implementation of the goals listed below should be programmed in the 2008 RTIP. The goals to be developed for the 2008 RTP may be different than the goals listed below.

- Program funds in the RTIP to help maintain the public sector share of the existing rideshare market and to increase the number of carpoolers by 8,000 annually.
- Increase the number of commuter vanpools from 1,400 and 5,000 through more effective marketing and the provision of non-monetary public sector incentives.
- Non-Motorized Transportation - Implement bikeway expansion projects, create a bicycle-, and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking.

2004 RTP
TDM Investments for
Implementation of the 2004 Regional Transportation Plan

County	Non-Motorized*	Rideshare**	TDM (P-N-R lots, Telecommute, etc.)	TOTAL
Imperial	$32,000,000	$0	*	$32,000,000
Los Angeles	$513,300,000	$114,300,000	$186,600,000	$814,200,000
Orange	$115,000,000	$27,000,000	**	$142,000,000
Riverside	$50,000,000	$66,400,000	**	$116,400,000
San Bernardino	$39,000,000	$36,000,000	$6,500,000	$81,500,000
Ventura	$65,000,000	$0	*	$65,000,000
Regional Total	**$814,300,000**	**$243,700,000**	**$193,100,000**	**$1,251,100,000**

*Imperial and Ventura County costs for TDM are included in the Non-Motorized amount
** Orange and Riverside County costs for TDM are included in the Rideshare amount.

- Invest in Intelligent Transportation Systems (ITS) technology and system integration to achieve system management goals.

ITS Capital Investments

County	Investment
Imperial	$0
Los Angeles	$676,500,000
Orange	$29,000,000
Riverside	$25,000,000
San Bernardino	$48,500,000
Ventura	$80,000,000
Regional Total	**$859,000,000**

H. Regionally Significant Transportation Investment Studies (RSTIS)

This section will be updated. Within the context of regional transportation planning, the first step toward strategy or program development is the Regionally Significant Transportation Investment Study (RSTIS) or a corridor feasibility study, which is a corridor study or alternatives analysis including a NEPA "purpose and need" statement and preliminary environmental documentation. While some projects can move very quickly from an idea to implementation, regionally significant strategies and programs require a more in-depth study and analysis. During the course of an investment study the region can determine the various alternatives that may help solve the problem and identify a preferred program or strategy that will be subject to a comprehensive NEPA analysis. It is the responsibility of SCAG to identify which strategies/programs should be subject to such requirements and to identify those programs/projects in the RTP as requiring further study and analysis.

DOT planning guidance encourage that the equivalent content of the old Major Investment Study document to be reflected in the planning and project development ("NEPA linkage") process. With the adoption of the 2004 RTP (Chapter 6, page 190) the region continues to view the RSTIS as the process to develop this information and to refine or update the RTP for regionally significant transportation corridor projects. Therefore, a RSTIS originates from the regional planning process and will be guided by it.

SCAG, as the Metropolitan Planning Organization, in cooperation with other stakeholders, will approve the initiation and scope of a RSTIS. Before a project can be included in the RTIP for construction, the project must be one of the alternatives in a completed RSTIS, included in a completed project initiation document and obtain environmental clearance. The RSTIS will be included in SCAG's Overall Work Program.

Since a RSTIS is a component of the RTP planning process, the regionally significant alternatives must be evaluated by the RTP performance measures in order to be considered for incorporation in the RTP. The 2004 RTP includes alternative modes and technology (intelligent transportation systems, highways (new capacity and HOV), transit (MagLev, heavy rail, light rail, rapid bus) and non-motorized transportation systems), general alignment, number of lanes, the degree of demand management and operating characteristics. Furthermore, a RSTIS is required to evaluate the effectiveness and cost-effectiveness of alternatives in attaining local, regional, State and national goals and objectives.

This analysis will consider the direct and indirect costs (of capital, operating and maintenance, and rights-of-way) of alternatives; benefits or impacts of mobility improvements; air quality requirements; social, economic and environmental impacts, including environmental justice; safety, operating efficiencies; financing (federal, State and private sources); energy consumption; and public outreach.

The results of the RSTIS will help lead to a decision by SCAG, in cooperation with participating public and private organizations, on the design and scope of the investment for the RTP. The preferred alternative of a RSTIS must meet the performance and financial criteria established by the RTP, and it must be approved by the Regional Council before being included in the RTP and RTIP.

A RSTIS is eligible for funds authorized under Sections 8, 9, and 26 of the Federal Transit Act, State planning funds, and planning and capital funds appropriated under Title 23, United States Code.

A RSTIS or other analyses are appropriate when regionally significant investments in the RTP do not have complete environmental analysis, design concept and scope (mode and alignment not fully determined). In cases requiring further analysis, the RTP may stipulate either a set of assumptions concerning the proposed improvement or no-build condition pending the completion of a corridor or sub-area analysis. The RTP should have enough detail to provide a plan conformity determination.

The SCAG RSTIS Peer Review Group was established to ensure that the process for a RSTIS meets all requirements. The Peer Review Group process is the cooperative process involving SCAG, Caltrans, transit operators, environmental resource agencies and FHWA/FTA. Upon completion of the process, a Letter of Completion is issued. The letter only certifies compliance with the peer review group process.

I. Consultation (Interagency and Public Involvement)

This section will be updated to be consistent with the SCAG Public Participation Plan proposed for amendment to the RTP. The SCAG Regional Council is scheduled to adopt the new Public Participation Plan in September 2007. Ongoing public involvement and interagency consultation are required in transportation planning, and SCAG, the CTCs, IVAG, the Department of Transportation, and other stakeholders collaboratively provide opportunities for meaningful public participation and effective interagency consultation. Federal regulations, including SAFETEA-LU, the Clean Air Act, the Transportation Conformity Rule and the Americans with Disability Act (ADA) stipulate that public involvement in the transportation improvement program's development and approval process includes 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 one of the factors used to determine conformity and in the allocation of federal funds for local, regional and state transportation projects and programs.

In the SCAG region, interagency consultation and public participation are facilitated by the Southern California Transportation Conformity Working Group, which is a collaborative group of federal, state, regional, and local transportation and air quality stakeholders. The group meets on a monthly basis to facilitate an inclusive air quality planning process and to fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule. The group helps resolve regional issues pertaining to transportation conformity and coordinates with and supports the quarterly meetings of the Statewide Transportation Conformity Working Group.

The California Public Utilities Code 130059 requires SCAG to convene at least two meetings annually comprised of representatives from the five commissions, IVAG, the agency and the Department of Transportation. The CTCs TIPs will be discussed at this meeting prior to their adoption of the program. After the respective county transportation commissions act on their TIPs, SCAG prepares the Regional Transportation Improvement Program. If any conflicts arise with the CTCs' programs (for example, inter-county issues, financial constraint, or inconsistency

with the 2004 Regional Transportation Plan policies, programs or projects) then SCAG will convene a subsequent meeting with the affected CTC(s) to discuss the issue.

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' and IVAG's public involvement process 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' and IVAG's public involvement process 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 under-served 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.

J. Regional Funding Priorities

1. Projects to be programmed in the RTIP shall be consistent with the RTP and its milestones.

2. In the South Coast Air Basin (SCAB) and Ventura County/South Central Coast Air Basin (SCCAB), Transportation Control Measures (TCMs) programmed for implementation in the first two years of the RTIP must be funded and implemented by the completion date. Failure to implement a committed TCM may result in the federal agencies not approving the conformity findings for the 2008 RTIP.

K. Project Selection Criteria

Project selection procedures for federally-funded projects including 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 are a requirement of Title 23 United States Code (USC) 134 (i)(4), as amended by SAFETEA-LU.

Title 23 of the USC 134 (i)(4)(A) states the following:

> *Selection of Projects – All federally funded projects carried out within the boundaries of a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved transportation improvement program by the metropolitan planning organization designated for the area in consultation with the State and any affected public transit operator.*

In compliance with federal requirements, SCAG has adopted the following Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the RTP and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first

four years of the RTIP are required to be financially constrained, and programming beyond this period is for information purposes only.

Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.

Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.

Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.330
"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the TIP."

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.

Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.

Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

L. Amendment Approval Procedures – SCAG Executive Director Authority

The Regional Council hereby grants authority to SCAG's Executive Director to approve Regional Transportation Improvement Program (RTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved RTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

All other amendments must be approved by the Regional Council.

M. SCAG's Programming Principles for Federal STP and CMAQ Funded Projects

SCAG has a current set of principles to guide the development of programming priority for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. The principles were reviewed through the AB 1246 process and adopted by SCAG's Regional Council. They should be used in the development of each county's STP and CMAQ programs.

1. Programming of STP and CMAQ funds shall be the primary responsibility of the respective county transportation commission or IVAG, consistent with federal and state law, the RTP, and in conformance with applicable SIPs.

2. Implementation of Transportation Control Measures (TCMs) in the applicable SIPs shall be a high priority for allocation of STP and CMAQ funds.

   Cities and Counties are eligible to utilize the STP and CMAQ funds for transportation demand management / transportation control measures and will be so advised by the appropriate county transportation commission or IVAG.

3. CTCs are responsible for documenting timely implementation of the TCMs for which they are project sponsors.

4. A local Surface Transportation Program shall be developed and administered within each County consistent with state implementing legislation. Local STP projects will be prioritized in each County by the county transportation commissions and IVAG consistent with SAFETEA-LU which requires multimodal flexibility.

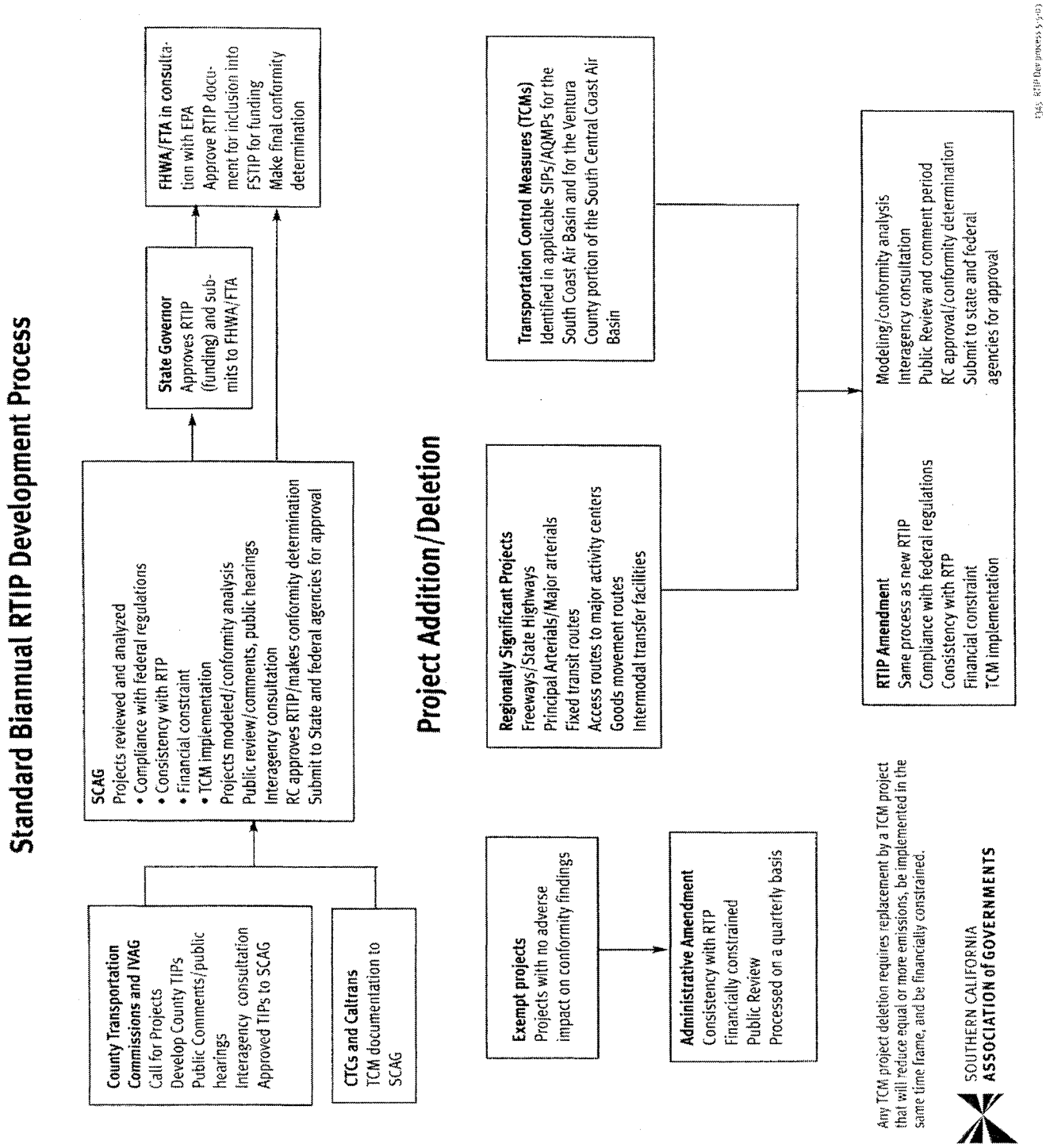
   All Local STP programming decisions must be based on a discretionary process; formula apportionments are not acceptable. (Note: According to 23 CFR 450.324 (j), "Procedures or agreements that distribute suballocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the metropolitan planning area by pre-determined percentages or formulas are inconsistent with the legislative provisions that require MPOs, in cooperation with the State and transit operators, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process." Project selection, therefore, must be by the use of objective

criteria other than population alone, i.e., there must be some correlation between selection and measurable need).

5. County TIPs shall be submitted to SCAG and are incorporated into SCAG's Regional TIP. The Regional TIP will be adopted by SCAG's Regional Council following the appropriate interagency consultation, public review and comments period, and following its presentation to, review and comments by the Regional Transportation Agencies' Coalition (RTAC). SCAG's adoption will include the associated conformity findings. If SCAG is unable to resolve identified conflicts, SCAG will adopt the components of the program which are possible to adopt and refer back to the respective county for reconciliation of those projects which present conformity conflicts. In the event the respective county transportation commission or IVAG is unable to reconcile the conflict in a timely manner, recommendations will be made by RTAC.

Note: Any amendment to the RTIP that adds or significantly changes the design concept and scope of a non-exempt regionally significant project, and which has not been accounted for in the regional emissions analysis, requires a full conformity analysis and a new regional emissions analysis.

SCAG staff will have no recourse but to remove from consideration any project for which full and accurate information is missing or not submitted in a timely manner. A county should wait for the next RTIP adoption cycle to delete any non-exempt projects.


Standard Biannual RTIP Development Process
County Transportation Commissions and IVAG
Call for Projects
Develop County TIPs
Public Comments/public hearings
Interagency consultation
Approved TIPs to SCAG
CTCs and Caltrans
TCM documentation to SCAG
SCAG
Projects reviewed and analyzed
• Compliance with federal regulations
• Consistency with RTP
• Financial constraint
• TCM implementation
Projects modeled/conformity analysis
Public review/comments, public hearings
Interagency consultation
RC approves RTIP/makes conformity determination
Submit to State and federal agencies for approval
State Governor
Approves RTIP (funding) and submits to FHWA/FTA
FHWA/FTA in consultation with EPA
Approve RTIP document for inclusion into FSTIP for funding
Make final conformity determination
Project Addition/Deletion
Exempt projects
Projects with no adverse impact on conformity findings
Administrative Amendment
Consistency with RTP
Financially constrained
Public Review
Processed on a quarterly basis
Any TCM project deletion requires replacement by a TCM project that will reduce equal or more emissions, be implemented in the same time frame, and be financially constrained.
Regionally Significant Projects
Freeways/State Highways
Principal Arterials/Major arterials
Fixed transit routes
Access routes to major activity centers
Goods movement routes
Intermodal transfer facilities
Transportation Control Measures (TCMs)
Identified in applicable SIPs/AQMPs for the South Coast Air Basin and for the Ventura County portion of the South Central Coast Air Basin
RTIP Amendment
Same process as new RTIP
Compliance with federal regulations
Consistency with RTP
Financial constraint
TCM implementation
Modeling/conformity analysis
Interagency consultation
Public Review and comment period
RC approval/conformity determination
Submit to state and federal agencies for approval
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

II. SCHEDULES AND SUBMITTALS

A. Schedules

WORKING DRAFT

Adoption Schedule for the
FY2008 Regional Transportation Improvement Program
(Schedule subject to change as a result of the State's FSTIP Participation Plan Requirements)

September 2007	Draft of 2008 RTIP Guidelines
October 2007	Final 2008 RTIP Guidelines
December 3, 2007	DEADLINE – PROJECT SUBMITTAL TO SCAG All projects input into Regional Database. Projects must be consistent with the 2007 RTP Projects to be submitted in amendment format for all of the following project types: 1. New Projects ***(specify when projects received board approval and/or CTC approval, etc.)*** 2. Deleted projects (provide reason) 3. Changes to modeled projects. 4. Completed projects Database locked down Financial Plans Due including Financial Certification Resolution Timely Implementation Report Due
(___ __, 2008)	IVAG/County Transportation Commissions transmit copy of 2009 STIP/ RIP to SCAG
January 2 – April 30, 2008	SCAG staff, working with Caltrans and County Commissions, will analyze project submittals. • Analyze projects for consistency with 2007 RTP • Identification of Modeled Projects • Analyze projects for conformity • Financial Constraint • Programmatic Analysis • Modeling **details** entered into RTIP database
March 1 – April 28, 2008	Modeling and analytical work including timely implementation activities.

May 5, 2008	Modeling Report due to RTIP Section
May 1 – May 30, 2008	Final draft write up & Management Review Period
May/June, 2008	Presentation of 2008 RTIP to RTAC to fulfill AB1246 requirement
June 5, 2008	2008 RTIP sent out for reproduction
June 16, 2008	30-Day Public Review period starts
Mid June – Mid July, 2008	Public Hearings
July 3, 2008 (may change due to holiday)	Transportation and Communications Committee Energy and Environment Committee
August 7, 2008	Transportation and Communications Committee Regional Council scheduled to adopt RTIP
August 9, 2008	Report transmitted to Caltrans, FHWA, FTA, EPA Upload to Caltrans CTIPS database
October 2008	Conformity Determination approved by Federal Agencies

TO BE UPDATED WHEN THE CTC ADOPTS THE STIP FUND ESTIMATE

2008 State Transportation Improvement Program (STIP)

August 2007 (Delayed)	Fund Estimate due to the California Transportation Commission
TBD	California Transportation Commission Adopts the Fund Estimate (postponed from August 18, 2005)
TBD	Regional Improvement Program (RIP) due to the California Transportation Commission
TBD	California Transportation Commission adopts the STIP and submits to the legislature

RTIP Amendment Schedule
FY2008 Regional Transportation Improvement Program

Note: This schedule is subject to change. Amendment schedules are coordinated through consultation with county transportation commissions and IVAG.

Amendment #08-01	
September 22, 2008	County Submittal to SCAG
October 27, 2008	Public Review and Web Posting
November 25, 2008	SCAG submits amendment #08-01 to Funding Agencies

Amendment #08-02	
January 12, 2009	County Submittal to SCAG
February 27, 2009	Public Review and Web Posting
March 30, 2009	SCAG submits amendment #08-02 to Funding Agencies

Amendment #08-03	
May 1, 2009	County Submittal to SCAG
June 12, 2009	Public Review and Web Posting
July 14, 2009	SCAG submits amendment #08-03 to Funding Agencies

Amendment #08-04	
September 18, 2009	County Submittal to SCAG
October 30 , 2009	Public Review and Web Posting
November 30, 2009	SCAG submits amendment #08-04 to Funding Agencies

PROCEDURES FOR FEDERAL STATEWIDE TRANSPORTATION PROGRAM (RTIP/FSTIP) MODIFICATIONS

The following procedures are applicable for processing modifications to the Federal Statewide Transportation Improvement Program (FSTIP). In accordance with the provisions of 23 CFR 450, transportation improvement programs (TIPs) developed by MPOs are incorporated into the FSTIP and as such, these procedures are also applicable to TIP modifications.

In accordance with 23 CFR 450.216(c), projects in any of the first three years of the FSTIP may be moved to any other of the first three years of the FSTIP subject to the project selection requirements of 23 CFR 450.222. Such modifications do not require approval, provided expedited project selection procedures have been adopted in accordance with 23 CFR 450.332 and the required interagency consultation or coordination is accomplished and documented.

1) DEFINITIONS:

A) Administrative Actions or administrative amendments are minor changes to the FSTIP/ TIP that:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Revise the funding amount listed for a project's phases. Additional funding is limited to the **lesser of** 20 percent of the project cost or $2 million;
3. Change the source of funds;
4. Change a project lead agency;
5. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
6. Changes required information for grouped project (lump sum) listings; or,
7. Adding or deleting projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.

Administrative amendments can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination, including timely implementation of Transportation Control Measures (TCMs), **and**
2. It does not impact financial constraint.

B) Amendments or formal amendments are all other modifications to FSTIP/TIP that are not Administrative Actions.

2) PROCEDURES:

A) Administrative Actions (Administrative Amendments)
Each MPO-approved administrative action will be forwarded to Caltrans Headquarters, Division of Transportation Programming for approval on behalf of the Governor. The MPO Board may delegate approval of Administrative Actions to the MPO's Executive Director. If the MPO Board delegates approval of Administrative Actions to the Executive Director, the MPO will need to provide copies of the delegation to Caltrans, FHWA, and FTA.

Once approved by Caltrans, on behalf of the Governor, the Administrative Action will be incorporated into California's FSTIP and no Federal action will be required. Caltrans will notify the MPO, FHWA, and FTA of the approved administrative action.

B) Amendments (Formal Amendments)
Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216, and approved by the Federal agencies in accordance with 23 CFR 450.220. Each approved MPO TIP amendment will be forwarded to Caltrans Headquarters, Division of Transportation Programming for approval on behalf of the Governor. (To expedite processing, the MPO will also forward a copy of the amendment to FHWA and FTA at the same time the amendment is sent to Caltrans) Once approved by Caltrans, on behalf of the Governor, Caltrans will forward the amendment to FHWA and FTA for Federal approval. Once approved by FHWA and FTA the amendment will be incorporated into California's FSTIP. The FHWA and FTA approval will be addressed to Caltrans, with copies to the MPO.

3) DISPUTE RESOLUTION:

If a question arises on the interpretation of the definition of an administrative action (amendment), Caltrans, the MPO, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an administrative action (amendment), the final decision rests with the FTA for transit projects and FHWA for highway projects.

The above listed criteria for administrative amendments are identical to the criteria posted on the Caltrans transportation web page dated 6/10/07. Any amendment that is not consistent with the administrative amendment criteria shall be considered a formal amendment request.

SCAG STAFF REVIEW OF RTIP AMENDMENTS

Outlined below is a summary of the process used by SCAG to analyze RTIP amendments.

- Quick review of amendment submittals to insure that all components were transmitted by the county transportation commissions and IVAG
- Confirm that the County Financial Plan bottom line is in balance
- County amendment comparison reports are prepared
- RTIP staff starts amendment analysis
- Staff analyzes each field that changed in the proposed amendment. Staff analyzes the changes to determine what impacts the changes may have on the:
    1. Regional Emissions Analysis,
    2. Timely Implementation of Transportation Control Measures,
    3. Conformity Determination,
    4. Clear reason for cost increases or decrease over 20%,
    5. Back-up documentation is provided for changes in funding.
- Analyze new projects for a clear project scope and determine if project is:
    1. Exempt from a the regional emissions analysis; or,
    2. Project is consistent with the existing conformity determination,
    3. Eligible for proposed funding.
- Analyze proposed deleted projects to ensure that there is no impact to:
    1. Regional Emissions Analysis,
    2. Timely Implementation of Transportation Control Measures,
    3. Conformity Determination.
- For changes or the addition of new projects determine that the proposed state (STIP, SHOPP, HBP) and/or federal funds are approved by the respective agency.
- Analysis of County Financial Plan Summary.
- Insure that the county's narrative is consistent with the proposed changes in the RITP database.
- RTIP staff coordinates with conformity staff for any Projects relying on the existing conformity determination.

Products Posted on the SCAG web site (http://www.scag.ca.gov/rtip/) for public review of formal amendments include:

- County amendment comparison reports.
- Conformity determination.
- Conformity determination project listing.
- SCAG Regional Financial Summary.
- Public Notice.

After approval by SCAG, amendments are forwarded to Caltrans for review and approval. After Caltrans approval, amendments are forwarded to FHWA and FTA for review and approval.

Note: Administrative amendments do not require formal posting

FY 2008/09-20013/14

COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

CHECK LIST AND DUE DATES

☐ COUNTY TRANSPORTATION IMPROVEMENT PROGRAMS – ALL CHANGES TO THE SCAG RTIP REGIONAL DATABASE (RTIP DATABASE)
DUE BY DECEMBER 3, 2007.

☐ PROJECT SUBMITTAL/COMPONENTS OF RTIP DOCUMENT
APPENDIX – CONGESTION MITIGATION AND AIR QUALITY PROJECTS
DUE BY JANUARY 30, 2008.

- Supplemental documentation containing the entire scope of the project as contained in the project sponsor's application.

☐ CONSULTATION (INTERAGENCY AND PUBLIC INVOLVEMENT)
DUE BY DECEMBER 21, 2007.

- Public Hearings throughout the SCAG region to be scheduled in June and July 2008.
- County TIP submittals must include documentation detailing the public participation and interagency consultation process. Also, CTCs and IVAG 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 improvements program.

☐ TIMELY IMPLEMENTATION OF COMMITTED TCMs
DUE BY DECEMBER 3, 2007.
(SCAG will provide a listing of TCMs programmed in the 2006 RTIP to the counties by September 1, 2007)

- Provide an update on the timely implementation of TCMs.

☐ FINANCIAL PLAN AND RESOLUTIONS
DRAFT – BALANCED PLAN DUE BY DECEMBER 3, 2007; FINAL - DUE BY Feb 15, 2008.

☐ LUMP SUM PROJECT LISTING SENT ON DISK, AS REQUESTED ON PAGE 25
DUE BY DECEMBER 3, 2007.

☐ MAPS OF NEW MODELED PROJECTS
DUE BY DECEMBER 3, 2007

B. Submittals to SCAG

There are various items that are due to SCAG when submitting County TIPs and TIP amendments. These required submittals are described below. Each county's submittal must be accompanied with a cover letter listing the submittals and any outstanding items.

1. Timely Implementation of Transportation Control Measures (TCMs) and TCM Identification

Federal Metropolitan Planning regulations at 23 C.F.R. §450.324(d) require applicable nonattainment and maintenance areas to provide for the "timely" implementation of TCMs consistent with schedules included in the applicable SIP for each air basin/air district.

CTCs in the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (in cooperation with VCAPCD) must identify TCM projects by selecting "TCM" as the Conformity Category code in the SCAG RTIP Database. Refer to page 35 of these guidelines to learn more about TCMs and how to identify committed TCM projects. If a committed TCM constitutes a portion of a larger non-TCM project, a description (and dollar amount) of the TCM portion must be provided in the TCM Comment field in the Comment screen of the SCAG RTIP Database.

CTCs in the SCAB and the SCCAB are also required to document the implementation of all TCMs identified as committed TCMs in the RTIP (see page 35 for a description of committed TCMs). The status of implementation for each committed TCM project must be entered in the TCM Comment field in the Comment screen of the SCAG RTIP Database.

TCMs are not required in the SSAB and the MDAB, therefore, identification or reporting of TCMs does not apply in these two air basins.

To facilitate reporting on timely implementation of TCMs in the SCAB and the Ventura County portion of the SCCAB, TCMs are identified in the RTIP as "TCM" in the Conformity Category field and SCAG will use the interagency consultation process to provide ongoing guidance to support timely implementation of committed TCMs.

a. South Coast Air Basin

Under the Air Quality Management Plan/State Implementation Plan (AQMP/SIP) requirements for the South Coast Air Basin, SCAG shall work with the affected counties to determine the timely implementation of TCMs.

The 1994 and the subsequent AQMPs/SIPs for ozone in the South Coast Air Basin define committed TCM projects as those projects identified in the first two years (the fiscally constrained portion) of the 2008 RTIP, which in turn, is required to be consistent with the adopted RTP. The AQMP/SIP also specifies that every time the RTIP is updated (as is the case with the 2008 RTIP), the projects contained in the standing AQMP/SIP are "rolled over". A "rollover" list will be compiled to include new projects in addition to ongoing projects from previous RTIPs. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the list. The rollover list will be monitored for adherence to the schedule established in the RTIP at the time a project is identified as a committed TCM. It should be noted that this

rollover process is distinct from the substitution process for TCM projects that are delayed or cancelled.

Substitution of individual TCMs will follow the process specified in the Clean Air Act (CAA) section 176(c). Section 176(c) of the CAA allows for the substitution of individual TCMs if certain conditions are met. The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs will identify and evaluate possible replacement measures for individual substitutions, with consultation from the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies. The TCM substitution process is further described in the TCM section of this document.

As a part of the conformity determination for the 2008 RTIP, SCAG will work with the CTCs and Caltrans to ensure timely implementation of committed TCM projects.

The 2008 RTIP also must demonstrate that the TCM projects are being funded in the future years (FFYs 2010/11-2013/14).

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

The 1994/5 and subsequent Ozone SIPs and their TCM strategies function for reporting on the timely implementation of TCMs in the Ventura County portion of the SCCAB.

2. Financial Plan and Resolution

The Financial Plan demonstrates how each County TIP can be implemented in a fiscally constrained manner consistent with the RTP.

Under federal requirements, the RTIP shall include a financial plan that demonstrates how the approved TIP can be implemented. (23 CFR Part 450.324(h)). As the basis for finding the SCAG region has the capacity to fund the RTIP, a financial plan is required when submitting 2008 County TIPs and amendments. A description of the requirements for developing the Financial Plan is provided starting on page 56 of these Guidelines.

As part of the Financial Plan, a financial resolution is required as a certification to SCAG that projects and funding listed in County TIPs in the first two years are available and committed, and reasonably available in years three to six. A sample resolution follows which may be used for this certification. Each county must submit the certification with its 2008 County TIP submittal.

SAMPLE FINANCIAL RESOLUTION

RESOLUTION NO._____

A RESOLUTION OF THE (COUNTY) TRANSPORTATION COMMISSION WHICH CERTIFIES THAT (COUNTY) HAS THE RESOURCES TO FUND THE PROJCTS IN THE FFY2008/09 – 2013/14 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, (County) Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the (County) Transportation Commission is the agency responsible for short-range capital and service planning and programming for the (County) area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the (County) Transportation Commission is responsible for the development of the (County) Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the (County) Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the (County) Transportation Commission has adopted the FFY 2008/09-2013/14 (County) Transportation Improvement Program with funding for FFY 2008/09 and 2009/10 available and committed, and reasonably committed for FFY 2010/11 through 2013/14.

NOW, THEREFORE, BE IT RESOLVED by the (County) Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2008/09-2013/14 (County) Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 200809-2013/14 (County) TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FFY2008/09-2013/14 (County) TIP are consistent with the proposed 2008 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2008; and

2. All of the projects in the (County) TIP have complete funding identified in the Program except the (project_____) which will require additional funding in the 2010 STIP cycle. This project is in the County's number one priority for 2010 STIP funds. The (County) 2010 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by the SAFETEA-LU, the Commission finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.

3. (County) has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2008/09-2013/14 (County) TIP; and

4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.

5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this ___day of _____, _____.

3. Mapping of Regionally Significant Projects

CTC's and IVAG are required to submit a location map for each regionally significant project to be included in the regional emissions analysis. Maps such as "marked-up" Thomas Bros. Maps are useful to SCAG during County TIP analysis and for modeling purposes. Other helpful information includes project diagrams, funding applications and Project Study Reports (or excerpts). SCAG plans to incorporate GIS features as part of the SCAG RTIP Database in the future to end the need to submit project maps separately. The GIS mapping feature will not be available for development of the 2008 County TIPs.

4. Lump Sum Project Listings

CTC's and IVAG are responsible for listing all projects and amounts associated with lump sum projects. Lump sum projects lists are due with the County TIP submittals and amendments because the projects within the lump sum will be evaluated for eligibility by SCAG, Caltrans and FHWA/FTA staff. Lump sum project lists are required by Caltrans and FHWA/FTA for approval of the RTIP and amendments. The project lists and associated cost should match the amounts programmed for the lump sum projects. Additional information on projects that can be grouped and submitted as lump sums can be found starting on page 47 of these Guidelines. Lump sum lists should be provided on computer disk.

5. RTIP Administrative and Formal Amendments

SCAG will continue to process amendments that do not jeopardize the region's conformity on a quarterly basis. The amendment schedule is found on page 17 of these Guidelines and will be adjusted during the RTIP development cycle as needed. To ensure a fiscally constrained program, specific revenue sources are to be identified to fund new projects being added in an administrative amendment, or demonstrate that an equal amount of programming has been reduced. A financial plan (found on page 58 of these Guidelines) will be required with each County TIP amendment submittal as required by Caltrans to demonstrate that the first four years remain constrained.

III. TRANSPORTATION AIR QUALITY CONFORMITY AND MODELING

A. Transportation Air Quality Conformity Requirements

The Federal Clean Air Act (CAA) establishes air quality standards for various pollutants. The federal requirements for air quality management are incorporated into the SIPs for those pollutants stipulated in the CAA. State of California requirements for transportation are incorporated into Senate Bill 45 (SB 45) and other California codes.

In compliance with the CAA requirements, the Transportation Conformity Rule establishes regulatory provisions for processing transportation plans, programs, and projects in the federal non-attainment and maintenance areas under Title 23 U.S.C., the Federal Transit Act, and Section 176(c) of the 1990 CAA Amendment. The Transportation Conformity Rule also regulates conformity to the SIPs. Federal transportation and air quality conformity regulations, which are outlined in the Transportation Conformity Rule (http://www.fhwa.dot.gov/environment/conformity/rule.pdf), require transportation plans, programs, and projects to "conform" to the SIP and thus, support attainment of federal air quality standards.

Areas within Southern California are designated as non-attainment and maintenance for multiple pollutants; these non-attainment areas have not attained federal health-based air quality standards (see maps starting on page 93). The Transportation Conformity Rule stipulates that transportation plans, programs (including the 2008 RTIP), and projects cannot receive federal funds unless they demonstrate conformity with the applicable SIPs, including meeting the emissions budgets included in each SIP.

For guidance on projects that are exempt from conformity requirements or are not regionally significant, see the Modeling section below.

The 2008 RTIP will complete the conformity process and findings in accordance with the criteria and procedures set in the Transportation Conformity Rule and all related court rulings.

The conformity determination is made by air basin, non-attainment area, and pollutant. There are five required tests for conformity determination of the RTIP:

i. Interagency consultation and public involvement

ii. Consistency with the RTP

iii. Regional emissions analysis

iv. Financial constraint

v. Timely implementation of TCMs.

B. Modeling

1. Regionally Significant Projects

EPA conformity regulations require that the impacts of "Regionally Significant" projects be considered in the regional emissions analyses for regional transportation plans and TIPs regardless of funding sources (e.g. even 100% locally funded projects). EPA's use of the

term "Regionally Significant" is intended to limit emissions analyses to those projects that would have significant impacts on regional travel, emissions and air quality. EPA defines the terms as follows:

> *"Regionally Significant means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."*

For the purpose of regional transportation modeling and regional emissions analysis in the SCAG region, **any transportation facility project meeting one of the following criteria is considered regionally significant**:

a. **Freeways**
b. **State Highways**
c. **Principle Arterial** (Eight-lane divided roadway)
d. **Major Arterial** (county defined)
e. **Routes** that provide access to major activity centers such as amusement parks, regional shopping centers, military bases, airports and ports
f. **Goods Movement Routes** including both truck routes and rail lines (including rural agricultural routes that provide goods to the regions)
g. **Intermodal transfer facilities** such as transit centers, rail stations, airports, and ports
h. **Fixed transit routes** such as light and heavy rail, commuter rail, and express bus routes

Each county is required to identify regionally significant projects by entering the appropriate *program code* for each project in the SCAG database. The codes are listed based on the program code type (i.e. the first two characters). For example, capacity enhancing improvements are coded as "CA," while Non-Capacity Improvements are coded "NC." To better identify projects of Regional Significance and Goods Movement projects, please utilize the Regionally Significant ("X"), Non-Regionally Significant ("N"), and Goods Movement ("Y") program codes (see "References" section of the RTIP Guidelines). A regionally significant, capacity enhancing grade crossing project should be coded as "CAX61." If the grade separation project will improve access to and from a port, the project should be coded as "CAY61" to identify it as a goods movement project.

The program codes also assist SCAG staff in identifying projects that require modeling. Modeled projects will be pulled from the SCAG Regional RTIP database based on the regionally significant program codes. It is imperative that the Program Code field is accurate to ensure that projects are modeled. Specific project information is required for modeling purposes. The required information for input for each type of project is found on the far right column of the table (see Table III-A: Modeling Information). Counties should enter this project information into the RTIP database as part of the project description and/or comment section.

In addition to the modeling information, counties should identify other projects not covered in the project list provided in Table III-A: Modeling Information. Examples of other regionally significant projects are goods movement routes, intermodal transfer facilities, and major fixed transit routes.

SCAG also models the type of projects listed below to provide accurate VMT estimates utilized in the regional emissions analysis. This information is to be submitted to the SCAG modeling section with the same deadline as the submittals for the RTIP cycle.

(a) Major Arterial (Six-lane divided roadway)
(b) Bus Routes (Express and local)

SCAG's Modeling Task Force and Transportation Conformity Working Group function as the responsible forums for interagency consultation to discuss which minor arterials and other projects, in addition to EPA's definition of regionally significant projects, shall be modeled.

Table III-A: MODELING INFORMATION

(Use "X" codes for Regionally Significant projects, "N"for Non-Regionally Significant projects, and "Y" codes for Goods Movement Projects)

Project Category	Program Code(s)	Required Modeling Details
Interchange Projects - New interchanges.	CART3 CARH3 CAXT3 CAYT3 CAX70 CAY70 CAX71 CAY71 CAN71 CAXT7 CAYT7 CANT7	1) Type of facility, length, beginning and end of the project 2) Number of lanes in each direction 3) Posted speed limits 4) New freeway interchange should include a sketch diagram showing the overall scope 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition 7) Project completion date
- Interchange reconstruction projects that add capacity.	CARH3 CART3	1) Location, configuration, beginning and end points of the project and type of facility 2) Existing and proposed number of lanes in each direction 3) Posted speed limits

- Ramp widening and new ramps to existing interchanges.	CAN71 CANT71 CARH3 CART3 NCR88	1) Type of ramps, mixed flow or HOV exclusive 2) Existing and proposed number of lanes 3) Posted speed limits
- Interchange projects with auxiliary lanes.	NCN21 NCN37	Same as for interchange project 1) Type of auxiliary lanes including locations of beginning and end points. 2) Length and number of lanes 3) Posted speeds
- Existing over/under-crossings that add new ramps to become interchanges.	CAN66 CANT5 CAR75 CART0	Same as new interchange 1) Type of facility, length, beginning and end of the project 2) Number of lanes in each direction 3) Posted speed limits 4) New freeway interchange should include a sketch diagram showing the overall scope 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition 7) Project completion date
Local Road & Arterial Projects - New local roads & arterials.	CAX66 CAY66 CAN66 CAXT5 CATT5 CANT5	1) Location and type of facility including length, beginning and end points of the project 2) Number of lanes in each direction 3) Divided, undivided, or continuous left turn lane 4) Signal optimization or turn prohibitor 5) Roadside parking restriction 6) Posted speeds
- New local road & arterial connections.	CAN66 CAX66 CAY66 CANT5 CAXT5 CAYT5	Same as above 1) Location and type of facility including length, beginning and end points of the project 2) Number of lanes in each direction 3) Divided, undivided, or continuous left turn lane 4) Signal optimization or turn prohibitor 5) Roadside parking restriction 6) Posted speeds
- Local road & arterial improvements that add capacity.	CAN76 CAX76 CAY76 CAR62 CAX62 CAY62 CAR63 CAX63 CAY63 CART2	1) Project length, beginning and end points of the improvement 2) Existing and proposed number of lanes 3) New capacity by signal optimization or parking restriction if no lane addition

	CAYT2	
Bridge & Grade Separation Projects - New bridges (Over-cross or Under-cross).	CAX65 CAY65 CAN65 CAXT4 CAYT4 CANT4 CAX72 CAY72	1) Location, length, posted speeds and number of lanes in each direction 2) Existing number of lanes and type of facility approaching or merging to the new bridge
- Bridge reconstruction. projects that add capacity.	CAN72 CAXT8 CAYT8 CANT8 CAX75	1) Existing and proposed number of lanes in each direction 2) Change of facility type
- Grade separation projects that add capacity to local roads/highways.	CAY75 CAR75 CAXT0 CAYT0 CART0 CAX73 CAY73	1) Location, length, and facility type 2) Posted speeds and number of lanes in each direction 3) Change of facility type or capacity to the merging local roads or highways 4) Truck only or truck prohibition
New toll bridge facilities.	CAN73 CAXT9 CAYT9 CANT9	1) Location and toll charge
State Highway Projects - New highways.	CAX66 CAY66 CAN66 CAXT5 CATT5 CANT5 CAX68 CAY68 CAN68 CAX67 CAY67 CAN67 CAXT6 CAYT6 CANT6 CAX69	1) Type of facility, length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) A sketch diagram showing the alignment or configuration of the new highway project 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition 7) Toll facility also include toll rate, toll collection location and method 8) Project completion date
- New connections.	CAY69 CAN69 CAX62 CAY62 CAR62	1) Location and configuration of the new connection 2) Type of facility, number of lanes in each direction 3) Posted speed limits

- Mainline improvements that add capacity (general purpose and HOV lanes).	CAR62 CAX62 CAY62 CAX63 CAY63 CAR63 CART2 CAYT2	1) Length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits
- Auxiliary lanes.	NCN21 NCN37	Same as above 1) Length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits
- New HOV lanes.	CAR62 CAX62 CAY62	1) Number of HOV lanes in each direction and location of access and egress points 2) Auto occupancy threshold and hours of operation 3) Posted speed limits
Bus Transit Projects *(Fixed-route, paratransit & inter-city/commuter bus)* - New bus routes.	BUO01 BUO00 BUN94 BUN93	1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
- New bus service.	BUO01 BUO00 BUN94 BUN93	Same as for new bus routes 1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
- Vehicle/Service expansions.	BUO01 BUO00 BUN94 BUN93	Same as above 1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
- Construction of exclusive busways.	BUN94 BUN93 PAN74 PAN93	1) Location, beginning and end points of the busway 2) Bus route and location of stops 3) Headway for peak and off-peak periods, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
Mass Transit Facilities - New inter-modal transportation centers.	TRNH6	1) Location of the new center 2) Type of service including passengers and trucks 3) Parking facility for passengers
- New Multi-modal passenger stations.	TRNH6	1) Location of the new station 2) Rail, bus, and other transit services using the facility 3) New parking facility location and parking cost

Park and Ride Facilities - New Park & Ride facilities	TDN64	1) Location of the new P&R facilities

2. Non-federal / Non-regionally Significant Projects – 100% Locally Funded

A non-federal project is a highway or transit project that requires no federal funding or approval, but is funded by an agency that routinely receives funds from FHWA or the Federal Transit Administration (FTA). Caltrans, County Transportation Commission (CTC), city, county, or public transit agencies are examples of such agencies. **Projects that are 100% locally funded should only be included in the RTIP if projects meet at least one of the following criteria:**

1) Regionally Significant or Goods Movement project
2) Capacity Enhancing project
3) Funding for a future phase will be federal
4) Environmental document requires federal approval
5) Project will help meet TDM / Non-Motorized investment targets

All other non-federal and non-regionally significant projects should not be included in the RTIP. Limiting the number of locally-funded projects in the RTIP will significantly reduce the amount of staff time for everyone involved in inputting, reviewing and maintaining projects in the database.

3. Projects Exempt from Regional Emissions Analysis

Projects defined as exempt projects in §93.126 and listed in Table III-B: Projects Exempt from Regional Emissions Analysis of the transportation conformity rule are exempt from the requirement to determine conformity (not required for regional and project level analysis). Nevertheless, the emissions reductions from these projects can be included in the conformity analysis. Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in Table III-B: Projects Exempt from Regional Emissions Analysis are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. Additionally, a project may not be exempt if the MPO in consultation with other agencies, the EPA, FHWA (in case of a highway project), or the FTA (in case of a transit project) concur that the project has a potentially adverse emissions impact for any reason (see §93.105(c)(1)(III). In such an event, a regional emissions analysis may be required. States and MPO's must ensure exempt projects do not interfere with TCM Implementation.

Table III-B: Projects Exempt from Regional Emissions Analysis

Mass Transit

- Operating Assistance to transit agencies
- Purchase of support vehicles
- Rehabilitation of transit vehicles [1]
- Purchase office, shop & operating equipment for existing facilities
- Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts)
- Construction or renovation of power, signal and communications systems
- Construction of small passenger shelters and information kiosks
- Reconstruction/renovation of transit buildings and structures (e.g., rail or bus buildings, storage & maintenance facilities, stations, terminals & ancillary structures)
- Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

- Continuation of ride-sharing and van-pooling promotion activities at current levels
- Bicycle and pedestrian facilities

Safety

- Railroad/highway crossing
- Hazard elimination program
- Safer non-Federal-aid system roads
- Shoulder Improvements
- Increasing Sight distance
- Safety improvement program
- Traffic control devices and operating assistance other than signalization projects

Safety (cont.)

- Railroad/highway crossing warning devices
- Guardrails, median barriers, crash cushions
- Pavement resurfacing and/or rehabilitation
- Pavement marking demonstration
- Emergency relief (23 USC 125)
- Fencing
- Skid treatments
- Safety roadside rest areas
- Adding medians
- Truck climbing lanes outside the urbanized area
- Lighting improvements
- Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- Emergency Truck Pullovers

Other

- Specific activities which do not involve or lead to construction, such as:
- Planning and technical studies
- Grants for training and research programs
- Planning activities conducted pursuant to title 23 and 49 U.S.C.
- Federal-aid systems revisions
- Engineering to assess social, economic and environment effects of the proposed action or alternatives to that action
- Noise Attenuation (sound walls)
- Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
- Acquisition of scenic easements
- Plantings, landscaping, etc.
- Sign removal
- Directional and information signs
- Transportation Enhancement Activities (except rehabilitation & operation of historic transportation buildings, structures or facilities)
- Repair of damage caused by natural disaster, civil unrest, or terrorist acts, except projects involving substantial functional, location, or capacity changes

[1] In $PM_{2.5}$ and PM_{10} non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

In general, exempt projects include all projects which have no emissions impact, and are considered to be neutral or de minimis. For projects such as travel demand management strategies for which air quality effects cannot be accurately assessed in a traditional regional modeling context, other accepted methods (reasonable professional practice) of quantifying their effects are encouraged (40 CFR §93.122(a)).

4. Additional Projects Exempt from Regional Emissions Analysis

The projects listed in the table below are also exempt from regional emissions analysis requirements. A particular action of the type listed in the table below is not exempt from regional emissions analysis if the MPO in consultation with other agencies, the EPA, and the FHWA (in case of a highway project) or the FTA (in case of a transit project) concur it has a potential regional impact for any reason.

Note, while traffic signal synchronization may be approved, funded, and implemented without regional emission analyses, subsequent plans and TIPs need to include these projects in the regional emissions analysis. Therefore, project sponsors must provide location information on these projects.

Table III-C: Additional Projects Exempt from Regional Emissions Analysis

- Intersection channelization projects – NCRH1
- Intersection signalization projects at individual intersections – NCNH2
- Interchange reconfiguration projects (Interchange Modifications/Replacement) – NCRH3
- Changes in vertical and horizontal alignment (Curve Correction/improve Alignment) – NCRH4
- Truck size and weight inspection stations – NCRH5
- Bus terminals and transfer points (Passenger Stations/ Facilities) – New:TRNH6; Upgrade:TRRH6

[1] While traffic signal synchronization may be approved, funded, and implemented without regional emission analyses, subsequent plans and TIPs need to include these projects in the regional emissions analysis.

In general, exempt projects include all projects which have no emissions impact, and are considered to be neutral or de minimis. For projects such as travel demand management strategies for which air quality effects cannot be accurately assessed in a traditional regional modeling context, other accepted methods (reasonable professional practice) of quantifying their effects are encouraged (40 CFR §93.122(a)).

IV. TRANSPORTATION CONTROL MEASURES (TCMs)

A. Timely Implementation of TCMs

Transportation Control Measures (TCMs) are specific transportation projects and programs committed to help improve air quality. TCMs are required by the federal Clean Air Act in non-attainment areas that are classified as "severe" and above (§7511a(d)(1)), and provide multiple benefits, including reductions of emissions and improvements to mobility and accessibility and can help support better urban form.

Southern California has the worst air quality in the nation and must implement all reasonably available measures to support attainment of federal and state air quality standards. The unique challenges in Southern California have called for an inclusive and flexible TCM development, implementation, and monitoring process, which is included in the SIP for the South Coast Air Basin. Within the South Coast Air Basin, TCM-type projects and programs that have implementation funding—right-of-way acquisition or construction funding for transit, non-motorized or HOV projects or program funding for behavioral or informational programs—within the first two years of the RTIP are committed TCMs. This ongoing rollover process has committed hundreds of projects and programs, which collectively will remove tons of air pollution each day from Southern California's skies.

B. TCM Categories and Definitions

A TCM-type project or program is any transportation project or program that reduces vehicle use or changes traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality.

TCM-type Projects and Programs: Only those projects meeting the specifications defined in the prevailing SIP are designated as TCMs. These categories define the region's transportation strategies and control measures to reduce air pollution emissions from on-road mobile sources and provide guidance on the types of projects that can be considered in the event that a TCM substitution becomes necessary.

In the SCAG region, two ozone non-attainment areas have TCMs: the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (VC/SCCAB). The State Implementation Plans (SIPs) for both areas are being revised.

For the VC/SCCAB, the current TCM categories are: Clean Fuel Bus Fleets and Support Facilities; Improved Public Transit; Bicycle and Pedestrian Facilities; and Traffic Flow Improvements. A specific list of projects, consistent with the TCM categories, is listed by VCTC in each RTIP.

In the South Coast Air Basin (SCAB), TCMs are defined in three main categories:

- Transit and non-motorized modes;
- HOV lanes and their pricing alternatives; and
- Information-based strategies.

Committed TCMs: As stated above, a TCM-type project or program becomes a *committed* TCM once funds have been programmed by the CTCs in the first two years of the RTIP.

Committed TCM projects have funds programmed for right-of-way acquisition or for post-design implementation in the first two years of the prevailing RTIP or RTIP amendment. Projects with funds programmed for PE only are not TCMs. If a TCM project or program is programmed through an RTIP amendment, then the TCM project or program becomes a committed TCM that must be operational by the completion date provided in the amendment.

TCMs for Timely Implementation Reporting: Once a TCM project or program is committed for implementation in the first two years of the RTIP, the committed TCM project must be operational or implemented by the completion date committed to in the prevailing RTIP or RTIP amendment. The completion date for committed TCMs will be used to track timely implementation for the Timely Implementation Report, submitted as part of each Conformity Determination. The primary analysis for Timely Implementation Reporting will be done as part of the two-year RTIP cycle, although completion status of committed TCM projects must be continuously monitored to ensure that committed TCMs are on schedule.

Completed, operational TCM projects will be included in the TCM Timely Implementation Report in the Conformity Determination directly subsequent to project completion, and then completed projects will be removed from the list. SCAG will maintain an internal list of completed TCM projects.

SCAG is improving the RTIP database to include new and improved reporting and project monitoring functionality for TCMs. Every project designated as a TCM will carry with its record the date on which it was proposed and the project completion date anticipated at that time. These two date records will carry forward in the new RTIP database, and be a part of subsequent implementation reports, and will be reported to federal and other agencies. Furthermore, SCAG is refining the list of currently committed TCMs and once SCAG has received input from the CTCs, SCAG plans to present the list to the Transportation Conformity Working Group in autumn of 2007 for further review and comments. The finalized list, including the committed completion date of each project will provide the basis for the Timely Implementation Report for the 2008 RTIP.

TCM projects require priority in funding (with special claim on CMAQ and STP funds), as well as demonstration of timely implementation, in accordance with the schedule provided in the RTIP. This means that in the event of a funding shortfall, TCM projects must be funded and implemented before non-TCM projects. In addition, all projects properly designated as TCMs in the first two years must be tracked for timely implementation, and, in the event that a project is delayed or cancelled, substitute projects that provide equivalent air quality improvement benefits must be initiated in a timely manner.

Once a TCM project is committed for implementation in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. All committed TCMs must be implemented on schedule to avoid a conformity lapse. If implementation obstacles arise, the obstacles must be overcome. Any development affecting implementation of a committed TCM will be reported to SCAG by the CTCs on an on-going basis. In the event that a committed TCM project encounters an obstacle to implementation, the implementing agency, SCAG, and the Transportation Conformity Working Group (TCWG) will work together to overcome the delay.

C. TCM Rollover Process

TCMs Rollover Process: Approximately every two years, as the RTIP is updated, additional TCMs will be added to the South Coast AQMP/SIP based on the new RTIP and the RTIP Guidelines. The "rollover" of TCMs will update the AQMP/SIP to include new projects in addition to ongoing projects from previous RTIPs. The TCMs "rolled over" will be monitored for adherence to the schedule established in the RTIP at the time a project is identified as a committed TCM. The identification of TCMs from the RTIP shall be agreed upon by both SCAG and the appropriate CTCs.

The rollover of the RTIP must be adopted by SCAG's Regional Council, in accordance with the RTIP adoption process, as described below.

- The Draft RTIP is reviewed by various SCAG Committees, Task Forces, and Working Groups, such as the standing Transportation and Communication Committee;
- The Transportation Conformity Working Group (TCWG), which serves as the interagency consultation group, reviews the proposed TCMs and RTIP;
- Public notification is provided through newspapers in the affected sub-regions as well as on SCAG's website;
- Draft RTIP materials are distributed, with appropriate cover letters, to approved public libraries and facilities and also made available on SCAG's website for access by the public;
- Input received is compiled and analyzed, and responses to comments are provided by SCAG Staff, and made available to the public;
- A summary of comments received during the public comment period along with SCAG's responses, following the close of the public comment period, is incorporated into the final RTIP;
- The Final RTIP is adopted by SCAG's Regional Council;
- SCAG's adopted RTIP is submitted to the State for funding approval and to the federal agencies (FHWA, FTA and EPA) for conformity approval.

D. Substitution of Individual TCMs

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs will identify and evaluate possible replacement measures for individual substitutions, through the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs will follow the process specified in the CAA section 176(c). Section 176(c) of the CAA allows for the substitution of individual TCMs if certain conditions are met. These include:

> "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the

replaced control measure in the implementation plan;
"(ii) if the substitute control measures are implemented-

- "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

- "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies); "(II) consultation with the Administrator; and "(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.

In addition to the conditions above, the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A substitution does not require a new conformity determination or a formal SIP revision. Adoption of the new TCM in coordination with EPA concurrence will rescind the original TCM and apply the new measure.

SCAG will maintain documentation of all approved TCM substitutions. The documentation will provide the emissions analysis as well as a description of the substitution process, including a list of the committee or working group members, public hearing and comment process, and evidence of SCAG adoption. Compliance with the provisions listed above will ensure adequate emissions reductions are achieved in a TCM substitution.

Table IV-A: TCM Project Categories in the South Coast Air Basin (SCAB)

Project Description	Program Codes
A. High Occupancy Vehicle Measures *HOV projects and their pricing alternatives.*	
▪ New HOV Lanes – Extensions and Additions to Existing Facilities	CAN69, CAX69, CAY69
▪ New HOV Lanes – With New Facility Projects	CAN69, CAX69, CAY69
▪ New HOV Lanes -- With Facility Improvement Projects	CAN69, CAX69, CAY69
▪ HOV Bypasses, Connectors, and New Interchanges with Ramp Meters	CAN69, CAX69, CAY69, CAN66, CAX66, CAY66, CAN71, CAX71, CAY71
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives	CAN69, CAX69, CAY69
B. Transit and System Management Measures *Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements.*	
Transit	
▪ Rail Track – New Lines	TRN92, LRN92, RAN92
▪ Rail Track – Capacity Expansion of Existing Lines	TRN92, LRN92, RAN92, TRR14, TRN14
▪ New Rolling Stock Acquisition -- Rail Cars and/or Locomotives	CON94, CON93, COR17, COR16
▪ Express Busways – Bus Rapid Transit and Dedicated Bus Lanes	
▪ Buses – Fleet Expansion	BUN94, BUN93
▪ Shuttles and Paratransit Vehicles – Fleet Expansion	PAN94, PAN93
Intermodal Transfer Facilities	
▪ Rail Stations - New	TRNH6
▪ Rail Stations - Expansion	TRRH6
▪ Park & Ride Lots – New	TDN64
▪ Park & Ride Lots – Expansion	TDR64
▪ Bus Stations & Transfer Facilities – New	TRNH6
▪ Bus Stations & Transfer Facilities – Expansion	TRRH6
Non-motorized Transportation Mode Facilities	
▪ Bicycle & Pedestrian Facilities - New	NCN25
▪ Bicycle & Pedestrian Facilities - Expansion	NCR25
▪ Bicycle Facilities - New	NCN26

▪ Bicycle Facilities - Expansion	NCR26
▪ Pedestrian Facilities - New	NCN27
▪ Pedestrian Facilities - Expansion	NCR27
C. Information-based Transportation Strategies *Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.*	
▪ Marketing for Rideshare Services and Transit/TDM/Intermodal Services	TDM20, TDM24
▪ Intelligent Transportation Systems/Control System Computerization	Various, See TDM codes list
▪ Telecommuting Programs/Satellite Work Centers	TDM24
▪ Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)	ITS05, ITS01, ITS12

The county transportation commissions need to accurately enter the program code associated with TCMs for each project in the RTIP database. The RTIP Guidelines provide a listing of these codes.

Additional TCM/RTIP Listing Notes (pertains only to SCAB):

- Transit expansions to add service or vehicles are TCMs.
- Transit projects using funds for operating expenses are **not** TCMs.
- Transit bus replacement projects are **not** TCMs
- Safety and maintenance projects are **not** TCMs.
- Transit alternative fuel replacement projects are **not** TCMs.
- Transit replacement and maintenance projects should be listed separately in the RTIP, not in conjunction with the purchase of new additional transit buses.
- In the SCAB, any transit project is either a TCM project or an Exempt project.

Projects may be eligible for CMAQ funding, but not be TCMs (e.g., replacement of an old bus with an alternative fuel bus).

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V. PROGRAMMING

A. Funding-Related Programming Requirements

1. General

Federal law requires that all projects funded under Title 23 of the U.S. Code and Federal Transit law be included in the RTIP. The RTIP should also include all 100% locally-funded projects that require modeling (such as capacity enhancing projects) and local projects that require federal approval of the environmental document for non-exempt (non-CE) projects (refer to the discussion below on federal approval of environmental documents). The RTIP must be consistent with federal regulations which stipulate that fiscal constraint shall be demonstrated and maintained by year for the first four years of the RTIP. Advance Construction projects must meet the same requirements and be processed in the same manner as regular Federal-aid projects (see related guidance, "FHWA-FTA Fiscal Constraint Guidance").

2. Federal Approval of Environmental Documents

Federal approval of the NEPA document is required for all Federal transportation projects. A transportation project is considered to be a federal project when: 1) a project is proposed for funding with Title 23 U.S.C. or Federal Transit Act funding, or 2) a project requires a Federal approval action by FHWA/FTA (e.g. interstate access approval). In order for FHWA/FTA to approve a NEPA document, all programming and transportation conformity requirements need to be met.

If a project sponsor is expecting a Federal project approval, including approval of the NEPA document, the programming in the RTIP should be consistent with that identified in the project development schedule. If right-of-way and/or construction funding is outside the first three-year timeframe of the RTIP, FHWA will consider approval of the NEPA document if programming is consistent with the project development schedule, the project is included in the financially-constrained RTP, and transportation conformity requirements are met. In federal nonattainment and maintenance areas, the Clean Air Act and the Transportation Conformity Rule (40 CFR 93.104) require that proposed projects be found to conform to the State Implementation Plan (SIP) before they are adopted, accepted, and approved for funding by FHWA or FTA. To be found to conform, the project's design concept and scope should be submitted for inclusion in the regional emissions analysis for the RTP and RTIP and should not have changed significantly from what was modeled in the regional emissions analysis. For additional information on the Transportation Conformity Requirements, refer to page 26 of these Guidelines.

3. Programming of Projects that do not Fit in any of the Three Phases

Certain project types do not fit in any of the three available programming phases: PE, R/W, and Construction. These projects include ITS (non-planning phase), TDM (Rideshare), operations (including security), administrative (non-planning), and vehicle and equipment purchases. These types of projects should be programmed in the Construction phase for consistency.

4. Congestion Mitigation and Air Quality Program

All federal requirements regarding transportation project and program eligibility for the Congestion Mitigation and Air Quality Improvement (CMAQ) program funds are outlined in the guidance titled "Final Guidance for the Congestion Mitigation and Air Quality Improvement Program" effective October 31, 2006. The CMAQ Guidance is available on the web at http://www.fhwa.dot.gov/environment/cmaq06gm.htm. The primary purpose of the CMAQ program is to fund projects and program in air quality non-attainment and maintenance areas (ozone and carbon monoxide) that reduce transportation-related emissions. CMAQ funds, however, are not intended to be the only source of funds to reduce congestion and improve air quality. Other federal funds such as Surface Transportation Program (STP) or Federal Transit Administration (FTA) capital funds can be used for this purpose. In the SCAG region, transportation projects and programs located in the South Coast Air Basin (SCAB), the Ventura County portion of the South Central Coast Air basin (SCCAB), the Los Angeles and San Bernardino county portions of the Mojave Desert Air Basin (MDAB), and the Riverside County portion of the Salton Sea Air Basin (SSAB) meet the CMAQ requirements and are eligible for CMAQ funds.

Counties should ensure that CMAQ project sponsors in their respective counties have copies of the CMAQ guidance so they know what projects are eligible for CMAQ funds. Caltrans routinely checks CMAQ projects for eligibility before obligating CMAQ funds.

Transportation projects and programs in PM_{10} (particulate matter less than 10 microns in size) non-attainment areas must meet certain requirements to use the CMAQ funds. See the program guidance for PM_{10} project-specific CMAQ funding requirements. FHWA is now requiring a copy of the emissions benefits calculation be included with each request for obligation of funds. FHWA will not approve the FNM-76 (E-76) for CMAQ-funded projects without the emissions benefits calculation.

Proposals for CMAQ funding should include a precise description of the project, providing information on the project's size, scope and timetable. CMAQ priority should be given to applicable transportation control measures (TCMs). The proposal for funding must be expected to result in reductions in carbon monoxide and ozone emissions.

FHWA has implemented an internet-based CMAQ Tracking System to assist the regions in preparing CMAQ program annual reports. FHWA is looking to transition away from the paper reports to an electronic data collection system. FHWA indicates that many users have found it easy, fast and efficient to submit reports through the CMAQ Tracking System. Additional information on the CMAQ Tracking System and how to log on is available at http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm. Each of the CTCs and IVAG are responsible for submitting data to FHWA for their respective CMAQ programs.

5. Identifying ITS Projects and Components

ITS projects and projects with ITS components with federal funds must be consistent with the Southern California Regional ITS Architecture, which was adopted on April 7, 2005. This requirement is pursuant to 23 CFR 940.9 and 940.11. The Regional Architecture can be found on the web at http://www.scag.ca.gov/its. In addition, ITS projects need to comply with Systems Engineering Requirements as a condition of the use of both Federal Transit and Federal Highway funds. Information on the System Engineering

Requirements for FHWA-funded ITS projects can be found in the Caltrans Local Assistance Procedures Manual (LAPM). The Caltrans LAPM can be found on the web at http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm.
ITS projects and ITS components of larger projects should be identified when adding or amending projects to the RTIP. The CTCs & IVAG must identify ITS projects by selecting an ITS Program Code for the project (either a Primary Program Code or a Secondary) and by providing a description of the ITS component in the General Comment field in the Comment screen of the SCAG RTIP Database. For projects with ITS components, or if the total amount does not represent the cost of the ITS component, include the cost of the ITS component in the General Comment field. No other reporting of ITS projects or components is required beyond providing the information noted above in the SCAG RTIP Database.

6. Environmental Documentation

Providing the best available information regarding a project's environmental document is crucial for programming of projects in the RTIP.

Two items are required for each project to be entered into SCAG RTIP Database: the environmental document adoption date (or anticipated adoption date), and the type of environmental document adopted (or anticipated to be adopted) for the project (i.e. Categorically Exempt (CE), Environmental Assessment (EA), Final Environmental Impact Report (FEIR/FEIS)). A complete list of document types is available on page 82 of these guidelines.

If the new or amended project has an adopted environmental document, enter the adopted document type and approval date in SCAG RTIP database. If the project does not have an adopted environmental document, enter the anticipated environmental document and scheduled adoption date provided by the project manager.

For environmental documents requiring federal approval, enter the date when the federal government approved the document (the signature date, not Record of Decision date). For PCE and CE projects (except as noted below for transit projects) enter the date when Caltrans approved the environmental document.

There is one exception to the requirement of entering the date of the environmental document: transit CE projects do not require a date if projects are: not CMAQ funded, not a TCM, not a transit facility or a New Start rail line. A list of CE-type projects is provided on page 33 of these Guidelines which are exempt from the regions emissions analysis. In general, the following project types are considered CE's and normally do not require any further NEPA approvals:

a. Activities which do not involve or lead directly to construction, such as planning and technical studies; grants for training and research programs; research activities as defined in 23 U.S.C. 307; approval of a unified work program and any findings required in the planning process pursuant to 23 U.S.C. 134; approval of statewide programs under 23 CFR part 630; approval of project concepts under 23 CFR part 476; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway

system.

b. Approval of utility installations along or across a transportation facility.

c. Construction of bicycle and pedestrian lanes, paths, and facilities.

d. Activities included in the State's highway safety plan under 23 U.S.C. 402.

e. Transfer of Federal lands pursuant to 23 U.S.C. 317 when the subsequent action is not an FHWA action.

f. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.

g. Landscaping.

h. Installation of fencing, signs, pavement markings, small passenger, shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

i. Emergency repairs under 23 U.S.C. 125.

j. Acquisition of scenic easements.

k. Determination of payback under 23 CFR part 480 for property previously acquired with Federal-aid participation.

l. Improvements to existing rest areas and truck weigh stations.

m. Ridesharing activities.

n. Bus and rail car rehabilitation.

o. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.

p. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

q. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

r. Track and railbed maintenance and improvements when carried out within the existing right-of-way.

s. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

t. Promulgation of rules, regulations, and directives.

u. Additional actions which meet the criteria for a CE in the CEQA regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FHWA/FTA approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).

2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.

3. Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.

4. Transportation corridor fringe parking facilities.

5. Construction of new truck weigh stations or rest areas.

6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.

7. Approvals for changes in access control.

8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12. Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act. 3 Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition quality for a CE only where the acquisition will not limit the

evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed. Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others. Protective acquisition is done to prevent imminent development of a parcel which is needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

There are various ways of obtaining the requested environmental information. Below is some guidance to assist the user to locate the information:

STIP-funded Projects: For STIP projects, the Project Study Report which is required at the time of programming provides information on the anticipated environmental document and dates. Some Caltrans districts provide this information for Caltrans projects directly to county commissions and some commissions track project milestone dates in-house on an on-going basis, especially for locally-administered STIP projects. Another source for information is the project sponsor's project manager.

Local Projects (excluding federally funded transit projects): Locally-sponsored project information is best obtained through the project sponsor's project manager.

Transit Projects: Transit project information can be obtained through either the project sponsor's project manager or the agency which files the transit grant application for the funds (if not the same agency).

For all projects, the environmental date must be equal to or earlier than the programmed years for R/W and Construction phase activities. For federally-funded projects, work on final design, R/W and Construction phases cannot begin until the environmental process has been completed.

If the environmental document completion date indicates that construction will begin 3 or more years beyond the date of the environmental document, please make a note in the comment field in RTIP database that re-evaluation will take place or that re-evaluation is not required and state reasons.

7. Lump Sum Procedures

Lump sum items are essentially funds reservations that include a list of projects that are grouped by function, work type, and/or geographic area (23 CFR 450.324(f). Lump sum projects are required to be exempt from air quality conformity determination. Caltrans has recommended a number of project categories that are eligible for lump sum listings. The list below shows potential categories that could be used as lump sum designations in the development of County TIPs:

Lump Sum project types defined by Air Quality Exempt Tables 2 & 3 (40 CFR Part 93)

- Railroad Crossing (non-capacity increasing) and Crossing Warning Devices.
- Transportation Enhancement Activities (TE).
- Highway hazard elimination.
- Shoulder improvements.
- Increasing sight distance.
- Safety improvement program.
- Traffic control devices and operating assistance other than signalization Projects.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking demonstration.
- Emergency relief (23 U.S.C. 125).
- Fencing.
- Skid treatment.
- Safety roadside rest areas.
- Emergency truck pullovers.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements with no additional travel lanes.
- Reconstructing bridges with no additional travel lanes.
- Bicycle and pedestrian facilities.
- Interchange channelization.
- Interchange reconfiguration (no new lanes).
- Planning and technical studies.
- Transit operating assistance.
- Purchase of transit support vehicles.
- Purchase of transit office, shop, and operating equipment for existing facilities.
- Purchase of transit operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
- Construction or renovation of power, signal and communications equipment.
- Construction of small passenger shelters and information kiosks.
- Reconstruction or renovation of transit buildings and structures (e.g., rail or buus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
- Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771.
- Continuation of ride-sharing and van-pooling promotion activities at current levels.
- Bicycle and pedestrian facilities.
- Planning and technical studies.
- Grants for training and research programs.

Lump Sums that can be defined by the interagency consultation process include:

- Emergency Repair beyond the Federal ER program.
- SHOPP Reservation (projects that are Air Quality Exempt).

- Transportation System Management (TSM).
- Toll Bridge Retrofit.
- Seismic Retrofit.
- Minor Safety and Hazard projects.
- Pavement Rehabilitation.
- Freeway Service Patrol.
- Bridge Replacement and Retrofit (no new lanes).
- Soundwalls.

The following project types/categories **cannot** be included in a lump sum:

- Mass transit projects.
- Bus terminals and transfer points.
- Emergency or hardship advance land acquisition (CFR 712 or 23 CFR 771).
- Rehabilitation and operation of historic transportation buildings, structures or facilities.
- CMAQ-funded projects.
- Transportation Control Measures (TCMs) in the South Coast Air Basin.
- Projects not exempt from the regional emissions analysis.

FHWA and FTA require that project lists be readily available that account for all funds listed in the Lump Sum projects. Lump Sum lists are, therefore, mandatory and should be submitted with the Lump Sum project or project amendment. Lump Sum projects submitted without a complete project list shall not be accepted by SCAG for inclusion in the 2008 RTIP or RTIP amendments until a complete list is submitted.

The lump sum project listing must include the following information:

- Name or describe the location and/or identify the segment being funded (i.e., for sound wall lump sum projects, list the route, route direction, and wall endpoints for each sub-project; for rehabilitation projects, list the lead agency)

- List the amounts for each project phase (PE, R/W, Construction) and show a subtotal for each line item.

- Show a total by phase that equals the amounts programmed for PE, R/W and Construction in the RTIP sheet.

- Provide a grand total that matches the Total Project Cost amount shown in the Lump Sum project TIP sheet.

Lump Sum project lists that do not provide the above listed information will be considered incomplete.

In programming projects utilizing Lump Sum categories, CTCs and IVAG must ensure that each individual project funded in their jurisdiction meets the following criteria stated above.

Furthermore, the total amount of funds obligated against a lump sum category cannot exceed the amount programmed in the RTIP. CTCs and IVAG may amend their lump sum

projects to increase the programming level when or before the total amount of a lump sum project has been obligated.

CTCs and IVAG are required to submit to SCAG the status of projects included in lump sums that have been obligated on a quarterly basis through the RTIP amendment process. If there is no change to a lump sum from one quarter to the next, the CTCs and IVAG are required to report that no change has occurred to the Lump Sum project list. The list should be sent electronically to SCAG, preferably in an Excel spreadsheet.

Caltrans must ensure the projects they approve under a lump sum category are projects meeting the descriptions located in 93.126 Table 2, and/or 93.127 Table 3 and 93.128 Traffic Signal Synchronization, of the conformity regulations.

In the event Caltrans does not agree with a project sponsor that a project submitted is exempt from a conformity determination, Caltrans will convene a meeting with SCAG and other federal agencies (FHWA and/or FTA, EPA) to resolve the issue. Lump Sum categories for Caltrans SHOPP projects are listed in Section VIII under Program Codes.

For HBRR-funded projects, SCAG maintains a county-by-county HBRR Lump Sum line item. Caltrans HQ provides each MPO region with a programming amount and project listing at various intervals, which is the basis for the lump sum. Information provided by Caltrans shall be shared with the counties. All HBRR-funded projects in the SCAG region will be included in the various county lump sum projects, and any amendment to HBRR-funded projects should be done through the county lump sum project.

FTA Section 5310 Lump Sum Projects

FTA Section 5310 Projects may be programmed in a Lump Sum if they have been approved for funding by Caltrans and FTA, except for TCMs which must be programmed individually in the RTIP. Proof that projects have been funded should be included with the RTIP Submittal.

VI. DATABASE

A. Entering Projects into the SCAG RTIP Database

The New SCAG RTIP Database will be available for programming of projects in the 2008 RTIP. Guidance for using the new SCAG RTIP Database is currently being developed and will be available as a separate document.

1. Project Descriptions

An important first step in programming is to review the proposed projects for funding and program eligibility, and for consistency with the 2007 RTP. If a project is not consistent with the 2007 RTP or RSTIS requirements it will not be programmed in the RTIP.

It is essential that complete information be submitted on each project, and that the CTC's and IVAG carefully input information in the SCAG RTIP database with as much detail as possible. CTC's and IVAG are responsible for proofing its entire program regardless of funding source to ensure that the Database reflects accurate and complete data.

According to 23 CFR part 450.324(e), "The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

(1) Sufficient description material (i.e., type of work, termini, and length) to indentify the project or phase;
(2) Estimated total project cost, which may extend beyond the four years of the TIP;
(3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and the source(s) of non-Federal funds. For the second, third and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
(4) Identification of the agencies responsible for carrying out the project or phase;
(5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
(6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and
(7) In areas with American with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

Caltrans has been working with regional agencies to develop criteria for uniform project descriptions. SCAG recommends that the CTCs and IVAG follow the format provided by Caltrans and listed below when developing project descriptions. Descriptions should be as detailed as space allows. Any additional information that does not fit in the description should be included in the Database comment fields.

Standard Project Location/Description

Select the correct Project type below to model a description. The description should be brief but sufficiently comprehensive to stand alone without additional explanation.

Roadway - Capital Improvements (State Highways/Local Roads)

Description Formula: [(Location:) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • *In Bakersfield:* • *South of Bakersfield:*
Limits:	Project limits can be stated as from one road or street to another. Other boundary landmarks, such as rivers, creeks, State Parks, freeway overcrossings, can be used in-lieu of streets or roads. • *On Main St. between 1st Street and Pine Boulevard* • *North of Avenal Creek to South of Route 33* • *At Rock Creek Bridge*
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to conformity). • *Rehabilitate roadway.* • *Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.* • *Construct left turn lane.*
Example: In Bakersfield: Between 1st Street and Pine Boulevard; rehabilitate roadway.	

Transit - Capital Improvements

Description Formula: [(Location:) + (Limits) + (;) + (Improvement/Activity)]	
Location:	For work at spot locations for large (statewide) transit agencies: • Nearest city or significant town illustrated on popular state highway maps, If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • *In Bakersfield:* • *North of Bakersfield* • Otherwise: Skip this step
Limits:	For work at spot locations (all agencies): Name of station, description of facility, name the rail corridor for the project etc. • *Lafayette BART Station* • *The Daly City Yard, adjacent to the Colma Station* • *San Joaquin Corridor* • Otherwise: Skip this step
Improvement/ Activity:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to conformity). • *Construct station.* • *Construct a Child Care Facility* • *Track and signal improvements* Projects that apply to entire transit agency jurisdiction – describe activity • *Purchase of 59 buses - 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement)* • *Paratransit van leasing* • *Operating assistance for Sacramento Regional Transit*

Examples: North of Bakersfield, San Joaquin Corridor – Track and signal improvements.
Lafayatte BART Station, construct a Child Care Facility.
Operating Assistance for Sacramento Regional Transit.

When entering project information for transit vehicles (buses, paratransit vans, etc), it is important that the following two criteria are met. The first is a detailed description of the type of vehicle to be purchased (size/type), quantity and fuel type for the vehicle. The second is selecting the correct Program Code for the project.

Example Project Description: Purchase 20 Expansion Paratransit Vehicles, Diesel.
Program Code: PAN93

2. Project Completion Dates

The Project Completion Date field in the SCAG RTIP Database refers to the completion of the overall project – when the project is expected to be implemented and operating. For example, in cases where only ENG and/or ROW are programmed in the RTIP, the completion date should reflect the anticipated overall completion date for the project such as the end of construction, vehicle purchase or implementation even if construction (or implementation) has not been programmed. The new SCAG RTIP Database has separate start and end date fields for each of the three phases (PE, ROW & Construction).

Note that once TCM-type projects become *committed* TCMs (see page 35), with ROW or construction funds in the first two years of the RTIP, the completion date at the point the project becomes committed is the scheduled date that the project must be operational in order to fulfill the TCM conformity requirement of Timely Implementation of TCMs.

3. Common Problems with Project Submittals

Some common problems found by SCAG staff when analyzing County TIP submittals include:

- Incomplete descriptions where it is difficult to tell what is being proposed for funding.
- Duplicate projects including projects that overlap (cover the same geographical area).
- Conflict in the number of lanes and completion years in segmented projects.
- Unidentified number and direction of existing and proposed lanes.
- Missing the number of vehicles to be included in the purchase by fiscal year.
- Missing the required local match.
- Missing completion dates and environmental document type and dates.
- Not identifying regionally significant projects for modeling
- Not identifying TCM projects in the SCAB and SCCAB areas.
- Missing Lump Sum project lists.
- Missing modeling information for bus expansion projects.

4. Program (Project) Codes

The Program Codes in the SCAG RTIP Database are a vital part of the programming exercise because they permit projects to be grouped and identified by various project types, including regionally significant, goods movement, exempt, transit capital vs.

operating, clean fuel vehicle vs. diesel, etc. The SCAG RTIP Database can accommodate the selection of up to three Program Codes to define the main components of the overall project scope. Program codes should be selected which best defines the project.

Program Codes have been developed to categorize projects and to help identify key aspects such as whether the project is:

- capacity or non-capacity enhancing,
- new or rehabilitation/modification, operating
- federally-exempt from emission analysis or may require hot-spot analysis
- ITS / TDM / SHOPP / Lump Sum

The exceptions to the standard format are primarily general program codes that apply across modes.

The full list of Program Codes is provided starting on page 69 of these Guidelines under the title "RTIP Database Codes".

The standard Program Code format is illustrated below:

(1) The first 2 characters describe the general category or grouping of projects, e.g., AD = Administrative, CA = Capacity Enhancing, NC = Non-Capacity projects, etc.

(2) The third or middle character indicates whether the project is New (N), a Rehab/Improvement/Upgrade (R), Operating (O), Regionally Significant (X), or a Goods Movement (Y) project. The standard format does not apply to some of the general codes found in the top section of the Program Code list or to ITS, TDM and Lump Sum codes found at the bottom of the Program Code list.

N C N 2 5 = Bike & Ped Facilities - New

(3) The last 2 characters help identify whether the project is exempt from emissions analysis, whether there is a TCM or non-motorized element as part of a larger project, etc. Program Codes ending with numbers 0 through 49 generally represent federally exempt projects. Codes ending with H1 through H6 represent projects that require hot-spot analysis consideration. Codes ending with T0 through T9 indicate that there is a non-motorized or TCM component to the larger project (used in capacity and non-capacity highway/road projects)

Standard Program Code Format Legend

First 2 Characters	Third (middle) Character	Last 2 Characters (4th & 5th)
AD = Admin/Admin Facilities **AR** = Art **BU** = Bus transit item **CA** = Capacity Enhancing **CH** = Child Care **CO** = Commuter Rail item **FE** = Ferry Service item **FU** = Fueling related **IT** = ITS project **LR** = Light Rail item **LU** = Conformity exempt Lump Sum categories **NC** = Non-Capacity Enhancing **PA** = Paratransit item **PL** = Planning **RA** = Rail item **SE** = Security project **SH** = SHOPP Lump Sum **TD** = Trans. Demand Mgmnt **VE** = Vehicles **TR** = Transit project that applies across modes	**N** = New **R** = Rehabilitation, Improvement or Upgrade **O** = Operating or Operating Assistance **X** = Regionally Significant **Y** = Goods Movement *Note: the standard middle character format does not apply to some of the general codes found in the first section of the Program Codes list or to ITS, TDM and Lump Sum codes found at the bottom of the Program Code list.*	**0 through 49** = federally exempt projects as listed on page 35 of these guidelines (if project is not exempt, such as "add truck lane in urbanized areas", then indicate in the comment section of RTIP database). **H1 through H6** = these six projects are the ones listed on page 36 of these guidelines that require hot-spot analysis consideration. **T0 through T9** = these larger Hwy/Road projects contain non-motorized or TCM aspects.

5. Change Reason Codes

All active projects in the 2006 RTIP should be carried over into the 2008 SCAG RTIP database as "2006 Carryover Projects". If a change is made to the carryover project, it will be necessary to update the Change Reason code accordingly. If more than one Change Reason code applies to the project, the following Change Reason codes have priority over all other codes:

#1: Description and Scope Changes
#2: Schedule Advances or Delays
#3: Cost Increases or decreases
#4: Environmental Document and/or Date Changes

6. Element Codes

Element Codes help identify the project phase when the project is programmed or amended in the RTIP. CTCs and IVAG are required to update project Element Codes to reflect on-going progress when developing 2008 county TIPs and when submitting amendments.

7. RTIP Database Screen & Instructions

Screens from the new SCAG RTIP Database will be included in the new RTIP Database guidelines to be provided as a separate document.

VII. FINANCIAL PLAN

A. Financial Plan Required Documentation

In addition to the financial resolution certification presented on page 23 of these Guidelines, the CTCs and IVAG must each submit a financial plan that documents all financial resources from public (federal, state, and local) and private sources that will fund projects in their respective County TIPs (including all regionally significant projects, regardless of funding source). The financial plan must demonstrate that funding in the first two years of the County TIPs are available or committed, and that funding in years three through six are reasonably available. Programmed amounts by year should not exceed amounts listed in the revenue tables provided below for each funding source, especially in the first four years.

SAFETEA-LU regulations require that for the RTIP, "financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained." The CTCs and IVAG must also certify that projects that are under their programming responsibility (STP, CMAQ, FTA, etc.) are in priority order as required by federal law. Unless otherwise specified, this means all projects in the first year for each specific program are first priority for funding, projects in the second year are second priority, projects in the third year are third priority, and those in year four have fourth priority.

In air quality non-attainment or maintenance areas, projects included in the first two years of the RTIP shall be limited to those for which funds are "available or committed." Available or committed revenue sources are those sources currently being used for transportation investments. These would include any federal, state, and local revenues, or other revenue streams (i.e. farebox advertising, tolls, etc.) Also, project priority must be given to the implementation of Transportation Control Measures (TCMs).

For STIP projects, the assumption of this guidance is that projects currently in the first four years of the SCAG RTIP which are in the approved STIP will be constructed unless the applicable county takes a formal action to remove them from the program. It is necessary for the county to "prove" funding is available for projects in the first four years of the STIP, and that projects remain the highest priority for the County.

The CTC's and IVAG must also demonstrate they have the local funding capacity to cover the costs of matching federal and state funds as required.

The Financial Plans due with each County TIP shall provide all information necessary for SCAG to create a region-wide Financial Plan for the 2008 SCAG RTIP. The Financial Plan is comprised of the following items (all due to SCAG with County TIPs):

1. **General Statement of Compliance:** A statement indicating compliance with requirements explained in the first four paragraphs of Section VII.1. (above) This statement can be provided as part of the cover letter and/ or the certifying Resolution. A discussion of special circumstances and other items to highlight such as potential

impacts and any innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing.

2. **Resolution from Policy Board**: A financial resolution adopted by the policy board is required as part of the Financial Plan. The Resolution is the certification from the counties to SCAG that projects and funding listed in County TIPs in the first two years are available and committed, and reasonably available in years three to six. A sample resolution is provided on page 23 of these Guidelines.

3. **Revenue and Expenditure Worksheet (Spreadsheet):** Funding agencies requires that the RTIP and amendments to the RTIP include a worksheet of revenues and programmed amounts by fund source for the first four years. Caltrans has requested the information be submitted in a format similar to the table provided below. The CTCs/IVAG will be provided with a separate worksheet for the last two fiscal years (12/13, and 13/14) of the RTIP. Any over-programming should have a justification and "footnoted" in the worksheet or separately as an attachment to the worksheet. Fund sources in the following tables are subject to change. FHWA/Caltrans is working on a revised Revenue and Expenditure Worksheet. It will be transmitted upon availability.

Revenue versus Programmed	2008/09	2009/10	2010/11	2011/12	TOTAL
State Highway Account Funds					
SHOPP (Includes Minor A Program)	$0	$0	$0	$0	$0
STIP	$0	$0	$0	$0	$0
CMIA	$0	$0	$0	$0	$0
Local Assistance					
Congestion Mitigation and Air Quality	$0	$0	$0	$0	$0
Regional Surface Transportation Program	$0	$0	$0	$0	$0
Highway Bridge Replacement and Rehabilitation Program	$0	$0	$0	$0	$0
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$0	$0	$0	$0	$0
Other Federal Highway Programs					
Federal Lands Highway Program	$0	$0	$0	$0	$0
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$0	$0	$0	$0	$0
Recreational Trails	$0	$0	$0	$0	$0
Transportation and Community and System Preservation Pilot Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$0	$0	$0	$0	$0
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5304 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5305 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$0	$0	$0	$0	$0
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$0	$0	$0	$0	$0
5309(b) - New Starts	$0	$0	$0	$0	$0
5309(c) - Bus Allocation	$0	$0	$0	$0	$0
5310 - Elderly & Persons with Disabilities Formula Program	$0	$0	$0	$0	$0
5311 - Nonurbanized Area Formula Program	$0	$0	$0	$0	$0
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds	**$0**	**$0**	**$0**	**$0**	$0
Traffic Congestion Relief Program	$0	$0	$0	$0	$0
Other (State Transit Assistance;University; AB2766; PUC; STAL)	$0	$0	$0	$0	$0
Local Funds	$0	$0	$0	$0	$0
Total Revenue versus Programmed	**$0**	**$0**	**$0**	**$0**	$0

Programmed	2008/09	2009/10	2010/11	2011/12	TOTAL
State Highway Account Funds					
SHOPP	$0	$0	$0	$0	$0
STIP	**$0**	**$0**	**$0**	**$0**	**$0**
STIP-RIP	$0	$0	$0	$0	$0
STIP-RIP - prior commitments	$0	$0	$0	$0	$0
STIP-IIP	$0	$0	$0	$0	$0
STIP-IIP - TE	$0	$0	$0	$0	$0
STIP-RIP - TE	$0	$0	$0	$0	$0
STIP-IIP Augmentation	$0	$0	$0	$0	$0
STIP-RIP Augmentation	$0	$0	$0	$0	$0
CMIA	$0	$0	$0	$0	$0
Local Assistance					
Congestion Mitigation and Air Quality	$0	$0	$0	$0	$0
Regional Surface Transportation Program	$0	$0	$0	$0	$0
Highway Bridge Replacement and Rehabilitation Program	$0	$0	$0	$0	$0
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$0	$0	$0	$0	$0
Other Federal Highway Programs					
Federal Lands Highway Program	$0	$0	$0	$0	$0
Bridge Discretionary Program					$0
NCPD Program/Borders/Corridor Program	$0	$0	$0	$0	$0
Recreational Trails	$0	$0	$0	$0	$0
Transportation and Community and System Preservation Pilot Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary					$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5304 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5305 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$0	$0	$0	$0	$0
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$0	$0	$0	$0	$0
5309(b) - New Starts	$0	$0	$0	$0	$0
5309(c) - Bus Allocation	$0	$0	$0	$0	$0
5310 - Elderly & Persons with Disabilities Formula Program	$0	$0	$0	$0	$0
5311 - Nonurbanized Area Formula Program	$0	$0	$0	$0	$0
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)					$0
Other State Funds	**$0**	**$0**	**$0**	**$0**	**$0**
Traffic Congestion Relief Program	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Local Funds	**$0**	**$0**	**$0**	**$0**	**$0**
TDA	$0	$0	$0	$0	$0
Sales Tax Measure	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Total Programmed	**$0**	**$0**	**$0**	**$0**	**$0**

Revenue	2008/09	2009/10	2010/11	2011/12	TOTAL
State Highway Account Funds					
SHOPP	$0	$0	$0	$0	$0
STIP	**$0**	**$0**	**$0**	**$0**	**$0**
STIP-RIP	$0	$0	$0	$0	$0
STIP-RIP - prior commitments	$0	$0	$0	$0	$0
STIP-IIP Grandfathered Construction Support	$0	$0	$0	$0	$0
STIP-IIP	$0	$0	$0	$0	$0
STIP-IIP - TE	$0	$0	$0	$0	$0
STIP-RIP - TE	$0	$0	$0	$0	$0
STIP-IIP Augmentation	$0	$0	$0	$0	$0
STIP-RIP Augmentation	$0	$0	$0	$0	$0
CMIA	$0	$0	$0	$0	$0
Local Assistance					
Congestion Mitigation and Air Quality	$0	$0	$0	$0	$0
Regional Surface Transportation Program	$0	$0	$0	$0	$0
Highway Bridge Replacement and Rehabilitation Program	$0	$0	$0	$0	$0
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$0	$0	$0	$0	$0
Other Federal Highway Programs					
Federal Lands Highway Program	$0	$0	$0	$0	$0
Bridge Discretionary Program					$0
NCPD Program/Borders/Corridor Program	$0	$0	$0	$0	$0
Recreational Trails	$0	$0	$0	$0	$0
Transportation and Community and System Preservation Pilot Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary					$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5304 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5305 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$0	$0	$0	$0	$0
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$0	$0	$0	$0	$0
5309(b) - New Starts	$0	$0	$0	$0	$0
5309(c) - Bus Allocation	$0	$0	$0	$0	$0
5310 - Elderly & Persons with Disabilities Formula Program	$0	$0	$0	$0	$0
5311 - Nonurbanized Area Formula Program	$0	$0	$0	$0	$0
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)					$0
Other State Funds	**$0**	**$0**	**$0**	**$0**	$0
Traffic Congestion Relief Program	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Local Funds	**$0**	**$0**	**$0**	**$0**	**$0**
TDA	$0	$0	$0	$0	$0
Sales Tax Measure	$0	$0	$0	$0	$0
Other	$0	$0	$0	$0	$0
Total Revenue	**$0**	**$0**	**$0**	**$0**	**$0**

Projects requiring additional funds should be documented on the following table:

PROJECTS REQUIRING ADDITIONAL FUNDS

Database	Project #	Unfunded Phases		Unfunded Total
(S, L or T)		Phase	Unfunded Amount	
Total				

Use a separate line for each phase

4. **SCAG RTIP Database Fund Summaries**: In addition to the worksheet described and listed above, the Financial Plan should include a printout of the "Expenditure Summary" report from the SCAG RTIP Database. This report can be generated after all project information has been entered into the Database and by selecting the "Fund Report" button in the "Reports" screen. **(This section will be updated once the new SCAG RTIP Database is finalized)**

5. **Consideration for Innovative Financing:** CTCs and IVAG are encouraged to submit any considerations/recommendations as may be applicable, for the use of innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing

6. **GARVEE Recommendations/Commitments:** CTCs and IVAG are requested to submit information concerning GARVEE bond commitments and anticipated future pledges, as may be applicable.

B. Capital and Operating Revenue & Expense Budgets for Major Bus and Rail Operators:

Revenue and expense budgets for the first four years of County TIPs must be submitted for major rail and bus operators (including the Southern California Regional Rail Authority) as part of the Financial Plan.

Information should be submitted for the following transit operators:

- **IVAG**: none
- **LACMTA**: MTA, Access, Foothill Transit, Gardena Transit, Long Beach Transit, Montebello Transit & Santa Monica Transit.
- **OCTA**: OCTA
- **RCTC**: Sunline, RTA
- **SANBAG**: Omnitrans, MARTA & Victor Valley Transit
- **VCTC**: Simi Valley Transit, SCAT & VISTA

A sample revenue and expense table for transit operators is provided below. Projected funding for the Federal Transit Administration Section 5307 program should be consistent with

the revenue estimates on page 64 of these Guidelines. If a revenue and expense budget reflects a shortfall, the county should inform SCAG staff prior to their formal county TIP submittal. In addition, the county TIP is to include documentation explicitly outlining steps that will be taken to address the financial shortfall.

Revenues

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1st 4-yrs)	Comments
	FY08/09	FY09/10	FY10/11	FY11/12		
Revenue Total						

Expenditures

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1st 4-yrs)	Comments
	FY08/09	FY09/10	FY10/11	FY11/12		
Operating						
Capital						
Expenditures Total						

C. SCAG Financial Plan Forecast/ Revenue Estimates

Programming levels for each year should be consistent with the estimates provided in this section. Any deviation from these estimates should be documented and provided with the financial plan.

CMAQ and RSTP estimated apportionments for the first four years of the 2008 RTIP (08/09, 09/10, 10/11, 11/12) will be based on FFY08/09 Caltrans estimated apportionments. The apportionments will be updated as revised figures are provided by Caltrans. Figures for 12/13 and 13/14 will be added as revised figures are provided by Caltrans.

Caltrans Estimated CMAQ and RSTP Apportionments

	CMAQ	RSTP
	2008/09	2008/09
Imperial	$1,398,468	$1,905,062
Los Angeles	$142,214,239	$127,386,920
Orange	$42,753,989	$38,130,726
Riverside	$26,788,583	$20,698,851
San Bernardino	$27,492,389	$22,897,076
Ventura	$8,049,384	$10,086,759
Total	**$248,697,052**	**$221,105,394**

Revenue estimates for the remaining years and all other funding sources are available in the tables provided below. The estimates come from the SCAG Financial Plan forecast for the 2004 RTP for years 2006-2011, **(updated estimates will be added when the 2007 Draft RTP is released in October 2007)** and were taken from the high scenario financial plan which does not reflect any impacts from alternative fuels (the long range financial plan accounts for revenue impacts from alternative fuels). SCAG RTP staff worked closely with the counties in developing the revenue projections. The figures should be utilized by the counties as the basis for the projected revenue in the Financial Plans. Please note, however, that further adjustments will be made to the forecast in order to reflect more current budget conditions, the 2008 STIP Fund Estimate assumptions, as well as the re-authorized federal funding levels in SAFETEA-LU. SCAG's RTP staff will work with the counties to refine the revenue projections as information becomes available.

If a CTC or IVAG does not concur with the SCAG forecasts, the county may submit the methodology used and work with the appropriate SCAG staff to resolve any critical differences. Once both agencies come to an agreement, they will need to submit the methodology as part of the Financial Plan documentation.

SCAG has incorporated many assumptions made by each CTC in developing the estimates, and utilized several sources to provide a basis for the revenue including documents provided by Transit agencies, historical revenue data collected and reported by local and state agencies, growth forecasts and adopted publications from the California Transportation Commission. For ITIP and STIP funding projections, please refer to the 2008 STIP Fund Estimate. A $0 listed in the tables below does not mean that the county is accepting or expecting zero funding for that funding category, but rather is only an estimate based on program balances, adopted programs and information provided by the counties. SCAG's estimates do not include locally bonded funds. Each county must include all bonding funds in their financial plan documentation.

SCAG FINANCIAL FORECAST
($Million, Inflated)

Transportation Development Act (TDA)							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 3.72	$ 3.79	$ 3.87	$ 3.95			
Los Angeles	$ 346.40	$ 363.00	$ 381.70	$ 400.30			
Orange	$ 133.68	$ 141.28	$ 149.07	$ 157.33			
Riverside	$ 66.33	$ 70.76	$ 75.47	$ 78.90			
San Bernardino	$ 71.62	$ 76.26	$ 78.46	$ 80.33			
Ventura	$ 29.66	$ 30.70	$ 31.78	$ 32.89			
Total	$ 651.40	$ 685.79	$ 720.34	$ 753.70			

Local Sales Tax							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 8.07	$ 8.23	$ 8.40	$ -			
Los Angeles	$ 1,338.80	$ 1,402.20	$ 1,473.10	$ 1,543.90			
Orange	$ 275.31	$ 289.36	$ 304.00	$ 236.42			
Riverside	$ 131.33	$ 140.11	$ 149.44	$ 156.24			
San Bernardino	$ 134.71	$ 143.45	$ 110.69	$ 197.15			
Ventura	$ -	$ -	$ -	$ -			
Total	$ 1,888.22	$ 1,983.35	$ 2,045.62	$ 2,133.71			

Farebox							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 0.36	$ 0.35	$ 0.35	$ 0.35			
Los Angeles	$ 407.71	$ 424.47	$ 439.90	$ 455.71			
Orange	$ 72.70	$ 75.90	$ 79.83	$ 93.42			
Riverside	$ 14.72	$ 15.32	$ 15.94	$ 16.53			
San Bernardino	$ 30.02	$ 30.93	$ 32.75	$ 34.53			
Ventura	$ 6.52	$ 6.80	$ 7.08	$ .33			
Total	$ 532.02	$ 553.77	$ 575.86	$ 607.86			

Farebox revenue is derived from fare revenue estimates contained in financial sections of short range transit plans for the major transit agencies including Omnitrans, Riverside Transit Agency, Sunline Transit Agency and South Coast Area Transit, and from the long range financial plans of the MTA (for all LA County operators) and OCTA.

Local Agency							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ 26.50	$ 30.00	$ 32.50	$ 31.70			
Orange	$ 91.00	$ 91.00	$ 91.00	$ 91.00			
Riverside	$ 146.15	$ 150.44	$ 151.86	$ 156.42			
San Bernardino	$ -	$ -	$ -	$ -			
Ventura	$ -	$ -	$ -	$ -			
Total	$ 263.65	$ 271.44	$ 275.36	$ 279.12			

Local Assistance/Demo							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 0.59	$ 0.60	$ 0.61	$ 0.62			
Los Angeles	$ 33.30	$ 38.50	$ 35.70	$ 35.90			
Local Agency funds include Orange County Gasoline Tax Fund; Transportation Corridor Agencies toll revenues in Orange County; and local agency contributions to committed projects.							
San Bernardino	$ 9.58	$ 9.72	$ 9.85	$ 9.99			
Ventura	$ 2.44	$ 2.47	$ 2.51	$ 2.54			
Total	$ 283.72	$ 289.41	$ 287.10	$ 184.44			

Local Assistance funds include programs such as Regional Transportation Enhancements, Highway Bridge Rehabilitation, grade crossings and hazard elimination. Also includes Federal Highway Priority Projects for the region, other federal funds for specific projects (e.g. Alameda Corridor) and MTA clean fuels program.

Miscellaneous Funds							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ 77.36	$ 84.16	$ 77.96	$ 78.96			
Orange	$ 64.46	$ 57.72	$ 59.79	$ 63.26			
Riverside	$ 1.34	$ 1.34	$ 1.34	$ 1.34			
San Bernardino	$ 1.30	$ 1.30	$ 1.56	$ 1.56			
Ventura	$ 0.32	$ 0.32	$ 0.32	$ 0.32			
Total	$ 144.78	$ 144.83	$ 140.97	$ 145.44			

Miscellaneous Funds include transit advertisement and auxiliary revenues, lease revenues and interest and investment earnings on cash balances for programs such as Measure sales tax programs.

TCRP							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 2.00	$ 2.00	$ -	$ -			
Los Angeles	$ 432.70	$ 394.60	$ -	$ -			
Orange	$ 28.30	$ -	$ -	$ -			
Riverside	$ 30.00	$ 11.32	$ -	$ -			
San Bernardino	$ 52.93	$ 41.50	$ -	$ -			
Ventura	$ 3.00	$ 3.75	$ -	$ -			
Total	$ 496.00	$ 453.17	$ -	$ -			

TCRP funds are included to inform the Legislature that the funds are still required for air quality purposes and to complete the projects.

Proposition 42							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ 15.34	$ 11.46	$ 11.67			
Los Angeles	$ -	$ 355.48	$ 241.76	$ 246.11			
Orange	$ -	$ 97.55	$ 67.61	$ 68.82			
Riverside	$ -	$ 59.05	$ 40.41	$ 41.15			
San Bernardino	$ -	$ 83.02	$ 58.72	$ 59.79			
Ventura	$ -	$ 27.89	$ 18.52	$ 18.86			
Total	$ -	$ 638.33	$ 438.49	$ 446.39			

STA							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 0.22	$ 0.23	$ 0.23	$ .23			
Los Angeles	$ 31.60	$ 32.10	$ 32.70	$ 33.30			
Orange	$ 7.50	$ 7.90	$ 8.30	$ .72			
Riverside	$ 2.32	$ 2.35	$ 2.37	$ .39			
San Bernardino	$ 3.27	$ 3.30	$ 3.34	$ .37			
Ventura	$ 1.27	$ 1.28	$ 1.30	$ .31			
Total	$ 46.19	$ 47.16	$ 48.23	$ 49.32			

TP&D/Prop. 116							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ -	$ -	$ -	$ -			
Orange	$ 20.20	$ 20.20	$ 20.20	$ -			
Riverside	$ -	$ -	$ -	$ -			
San Bernardino	$ -	$ -	$ -	$ -			
Ventura	$ -	$ -	$ -	$ -			
Total	$ 20.20	$ 20.20	$ 20.20	$ -			

SHOPP							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 9.58	$ 9.70	$ 9.68	$ 9.88			
Los Angeles	$ 140.00	$ 140.80	$ 162.00	$ 162.00			
Orange	$ 34.04	$ 34.71	$ 35.38	$ 36.07			
Riverside	$ 26.89	$ 27.21	$ 27.16	$ 27.72			
San Bernardino	$ 78.90	$ 79.83	$ 79.70	$ 81.32			
Ventura	$ 14.22	$ 14.39	$ 14.36	$ 14.65			
Total	$ 303.63	$ 306.64	$ 328.28	$ 331.64			

RSTP							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ 1.31	$ 1.33	$ 1.35	$ 1.36			
Los Angeles	$ 103.00	$ 104.50	$ 105.90	$ 107.4			
Orange	$ 30.96	$ 31.58	$ 32.21	$ 32.86			
Riverside	$ 14.02	$ 14.21	$ 14.41	$ 14.61			
San Bernardino	$ 15.84	$ 16.06	$ 16.28	$ 16.51			
Ventura	$ 8.01	$ 8.12	$ 8.24	$ 8.35			
Total	$ 173.14	$ 175.81	$ 178.39	$ 181.10			

CMAQ							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ 86.09	$ 84.81	$ 83.44	$ 37.55			
Orange	$ 36.56	$ 36.26	$ 35.84	$ 35.49			
Riverside	$ 13.19	$ 12.98	$ 12.78	$ 12.58			
San Bernardino	$ 15.99	$ 15.74	$ 15.50	$ 15.26			
Ventura	$ 6.02	$ 5.93	$ 5.83	$ 5.74			
Total	$ 157.85	$ 155.72	$ 153.39	$ 106.63			

Sec. 5309							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ 106.40	$ 106.90	$ 107.40	$ 109.80			
Orange	$ 4.09	$ 4.18	$ 4.26	$ 4.34			
Riverside	$ 4.50	$ 4.57	$ 4.63	$ 4.69			
San Bernardino	$ 4.89	$ 4.96	$ 5.03	$ 5.10			
Ventura	$ 1.93	$ 1.96	$ 1.98	$ 2.01			
Total	$ 121.82	$ 122.56	$ 123.30	$ 125.95			

"5309" funds are based on Commission projections for New Starts.

Sec. 5307							
	2008	2009	2010	2011	2012	2013	Total
Imperial	$ -	$ -	$ -	$ -			
Los Angeles	$ 188.00	$ 190.60	$ 193.30	$ 196.00			
Orange	$ 38.54	$ 39.32	$ 40.10	$ 40.90			
Riverside	$ 17.17	$ 17.41	$ 17.65	$ 17.90			
San Bernardino	$ 19.70	$ 20.69	$ 20.98	$ 21.27			
Ventura	$ 10.71	$ 10.86	$ 11.01	$ 11.17			
Total	$ 274.13	$ 278.88	$ 283.05	$ 287.24			

Note: Numbers in the above tables may not add due to rounding

VII. REFERENCE SECTION

A. RTIP DATABASE CODES

This section provides a list of all codes required when entering projects in the RTIP database. ***The information listed below will be revised to match the codes available in the new RTIP Database.***

1. Program Codes

Program Codes will be revised to match the new codes available in the new RTIP database. The entire list of Program Codes is presented below. The Codes are listed based on the Program Code Type (i.e., first two characters). Following the Program Code list is a "Guide to Program Code Selection" flow chart to assist in the selection of Program Codes.

Program Codes

General Codes that Apply Across All Modes	
AD	*Administration/ Administrative Facilities*
ADM83	Administration
ADN55	Administrative Office(s)/Facility - New
ADR55	Administrative Office(s)/Facility - Rehab/Improvements
	Misc.
CHI50	Child Care Facility
FUL51	Fueling Stations
FUL52	Fueling Stations - Alternative Fuel
PLN40	Planning
ART48	Public Art Projects
SEC53	Security
SEC54	Security Equipment/Facilities
VE	*Vehicles*
VER03	Vehicles - Administrative/Maintenance/Service/Security - (Alternative Fuel) - Upgrade/Rehabilitate
VER02	Vehicles - Administrative/Maintenance/Service/Security - (Gas/Diesel) - Upgrade/Rehabilitate
VEN03	Vehicles - Administrative/Maintenance/Service/Security - (Alternative Fuel) - New
VEN02	Vehicles - Administrative/Maintenance/Service/Security - (Gas/Diesel) - New
Capacity Enhancing Improvements	
CA	
CAN76	Adding a Lane Through a Bottleneck: NON-REGIONALLY SIGNIFICANT
CAX76	Adding a Lane Through a Bottleneck: REGIONALLY SIGNIFICANT
CAY76	Adding a Lane Through a Bottleneck: GOODS MOVEMENT
CAR60	Bridge Restoration & Replacement - Lane Addition(s): NON-REGIONALLY SIGNIFICANT

CAX60	Bridge Restoration & Replacement - Lane Addition(s): REGIONALLY SIGNIFICANT
CAY60	Bridge Restoration & Replacement - Lane Addition(s): GOODS MOVEMENT
CART1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN61	Grade Separation - Capacity Enhancing: NON-REGIONALLY SIGNIFICANT
CAX61	Grade Separation - Capacity Enhancing: REGIONALLY SIGNIFICANT
CAY61	Grade Separation - Capacity Enhancing: GOODS MOVEMENT
CAR62	Highway/Road Improvements-Lane Additions with HOV lane(s): NON-REGIONALLY SIGNIFCANT
CAX62	Highway/Road Improvements-Lane Additions with HOV lane(s): REGIONALLY SIGNIFICANT
CAY62	Highway/Road Improvements-Lane Additions with HOV lane(s): GOODS MOVEMENT
CAR63	Highway/Road Improvements-Lane Additions with no HOV lanes: NON-REGIONALLY SIG.
CAX63	Highway/Road Improvements-Lane Additions with no HOV lanes: REGIONALLY SIGNIFICANT
CAY63	Highway/Road Improvements-Lane Additions with no HOV lanes: GOODS MOVEMENT
CART2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFCANT
CAXT2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CART3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: NON-REGIONALLY SIGNIFICANT
CAXT3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: REGIONALLY SIGNIFICANT
CAYT3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: GOODS MOVEMENT
CARH3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s)
CAN65	New Bridge: NON-REGIONALLY SIGNIFICANT
CAX65	New Bridge: REGIONALLY SIGNIFICANT
CAY65	New Bridge: GOODS MOVEMENT
CANT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNFICANT
CAYT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN66	New Connections/Cross Traffic Improvements: NON-REGIONALLY SIGNIFICANT
CAX66	New Connections/Cross Traffic Improvements: REGIONALLY SIGNIFICANT
CAY66	New Connections/Cross Traffic Improvements: GOODS MOVEMENT
CANT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN67	New Highway (no HOV Lanes): NON-REGIONALLY SIGNIFICANT
CAX67	New Highway (no HOV Lanes): REGIONALLY SIGNIFICANT
CAY67	New Highway (no HOV Lanes): GOODS MOVEMENT

CAN68	New Highway with HOV Lane(s): NON-REGIONALLY SIGNIFICANT
CAX68	New Highway with HOV Lane(s): REGIONALLY SIGNIFICANT
CAY68	New Highway with HOV Lane(s): GOODS MOVEMENT
CANT6	New Highway with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT6	New Highway with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT6	New Highway with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN69	New HOV Lane(s): NON-REGIONALLY SIGNIFICANT
CAX69	New HOV Lane(s): REGIONALLY SIGNIFICANT
CAY69	New HOV Lane(s): GOODS MOVEMENT
CAN70	New Interchange: NON-REGIONALLY SIGNIFICANT
CAX70	New Interchange: REGIONALLY SIGNIFICANT
CAY70	New Interchange: GOODS MOVEMENT
CANT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN71	New Interchange with Ramp Meters/HOV Bypass: NON-REGIONALLY SIGNIFICANT
CAX71	New Interchange with Ramp Meters/HOV Bypass: REGIONALLY SIGNIFICANT
CAY71	New Interchange with Ramp Meters/HOV Bypass: GOODS MOVEMENT
CAN72	New Overcross or Undercross: NON-REGIONALLY SIGNIFICANT
CAX72	New Overcross or Undercross: REGIONALLY SIGNIFICANT
CAY72	New Overcross or Undercross: GOODS MOVEMENT
CANT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN73	New Toll Bridge Facilities: NON-REGIONALLY SIGNIFICANT
CAX73	New Toll Bridge Facilities: REGIONALLY SIGNIFICANT
CAY73	New Toll Bridge Facilities: GOODS MOVEMENT
CANT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIG.
CAXT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CART0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAR75	Overcross or Undercross Improvements (Lane Additions): NON-REGIONALLY SIGNIFICANT
CAX75	Overcross or Undercross Improvements (Lane Additions): REGIONALLY SIGNIFICANT
CAY75	Overcross or Undercross Improvements (Lane Additions): GOODS MOVEMENT
CAR59	Restriping for "Mix" Flow Lanes: NON-REGIONALLY SIGNIFICANT
CAX59	Restriping for "Mix" Flow Lanes: REGIONALLY SIGNIFICANT
CAY59	Restriping for "Mix" Flow Lanes: GOODS MOVEMENT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: NON-REGIONALLY SIGNIFICANT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: REGIONALLY

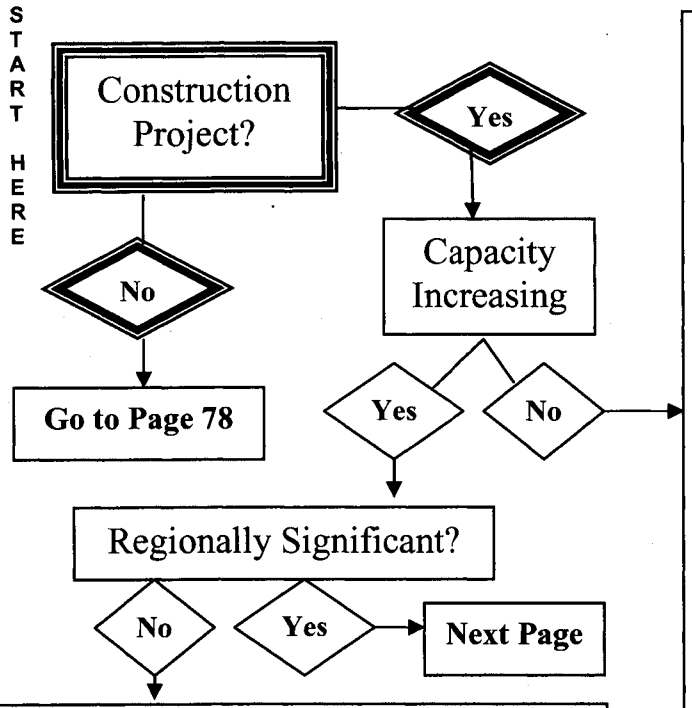
	SIGNIFICANT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: GOODS MOVEMENT
Non-Capacity Improvements	
NC	
NCN21	Auxiliary Lane Not Through Next Intersection
NCN37	Auxiliary Lane Through Interchange
NCN25	Bicycle & Pedestrian Facilities - New
NCR25	Bicycle & Pedestrian Facilities - Upgrade
NCN26	Bicycle Facility - New
NCR26	Bicycle Facility - Upgrade
NCRT1	Bridge Restoration & Replace (No Lane Additions)w/ Non-motorized and/or TCM Scope/Facilities
NCR36	Bridge Restoration & Replacement (No Lane Additions)
NCR38	Chain Control/Brake Inspection
NCR81	Curb and Gutter Improvements
NCRH4	Curve Correction/Improve Alignment
NCN47	Directional/Informational Signs / Sign Removal
NCN31	Grade Separation; Railroad/Highway Crossing - Non Capacity
NCR82	Historic Preservation
NCRT3	Interchange - Modify/Replace (non-capacity) w/ Non-motorized and/or TCM Scope/Facilities
NCRH3	Interchange - Modify/Replace/Reconfiguration
NCRH1	Intersection Improvements/Channelization
NCN84	Land Acquisition
NCN85	Land Acquisition - Abandoned Railway
NCN45	Land Acquisition for Scenic Easement
NCN95	Left Turn Lane(s)
NCN86	Maintenance/Storage Facility - New
NCR86	Maintenance/Storage Facility - Upgrade
NCN34	Median Barrier - New/ Add Median
NCR34	Median/ Median Barrier Upgrade
NCR87	Overcross or Undercross Improvements (No Lane Additions)
NCRT0	Overcross/Undercross Improvements (No Lane Additions) w/ Non-motorized and/or TCM Scope
NCR10	Passenger Benches & Small Shelters
NCR28	Passenger Loading Areas
NCN27	Pedestrian Facilities - New
NCR27	Pedestrian Facilities - Upgrade
NCN46	Planting/Landscaping
NCR46	Planting/Landscaping Restoration
NCR88	Ramps - Modify
NCR77	Reversible lanes
NCR31	Road Replacement and Rehabilitation (No Lane Additions)
NCN33	Roadside Rest Area - New
NCR33	Roadside Rest Area Restoration
NCR30	Safety Improvements
NCR78	Seismic Retrofit
NCR22	Shoulder Widening
NCN29	Sidewalks/Curb Cuts - New
NCR29	Sidewalks/Curb Cuts - Upgrade
NCNH2	Signal(s) - at Intersections (non signal synchronization projects)
NCR79	Slope and Drainage Improvements

NCN35	Slow Vehicle Passing Lanes/Truck Climbing Lanes outside Urbanized Areas
NCR42	Sound Walls
NCR49	Storm Maintenance/Repair/Clearing
NCR35	Street Lights
NCRH5	Truck Size and Weight Inspection Stations
NCR90	Turnouts
NCR91	Upgraded Facilities (No Lane Additions)
NCRT2	Upgraded Facilities (No Lane Additions) w/ Non-motorized and/or TCM Scope/Facilities
Revenue Operations and Capital	
TR	*Codes that Apply Across Bus and Rail Modes*
TRN06	Administrative Equipment - New
TRR06	Administrative Equipment - Upgrade/Rehabilitate
TRN08	Fare Equipment/Ticket Vending Machines
TRN07	Maintenance Equipment - New
TRR07	Maintenance Equipment - Upgrade
NCN86	Maintenance/Storage Facility - New
NCR86	Maintenance/Storage Facility - Upgrade
TRNH6	Passenger Stations/Facilities - New
TRRH6	Passenger Stations/Facilities - Rehabilitation/Improvements
TRN09	Power, Signals and/or Communications
TRN92	Track Extension
TRR15	Track Replacement/Rehabilitation
TRN14	Track Structures - New
TRR14	Track Structures - Rehabilitation/Reconstruction
ITS01	Real Time Rail or Transit Notification System
BU	*Bus - (Fixed-Route and Intercity/Commuter Bus)*
BUO01	Bus - Capital Lease
BUO00	Bus Operations/Operating Assistance
BUN07	Bus Service Equipment/Operating Equipment
BUN94	Buses – Expansion - Alternative Fuel
BUN93	Buses – Expansion - Gas/Diesel
BUR05	Buses – Rehabilitation/Improvements - Alternative Fuel
BUR04	Buses – Rehabilitation/Improvements - Gas/Diesel
BUR17	Buses – Replacement - Alternative Fuel
BUR16	Buses – Replacement - Gas/Diesel
CO	*Commuter Rail*
CON94	Commuter Rail Cars and/or Locomotives – Expansion -Alternative Fuel
CON93	Commuter Rail Cars and/or Locomotives – Expansion -Gas/Diesel
COR05	Commuter Rail Cars and/or Locomotives – Rehabilitation/Improvements -Alternative Fuel
COR04	Commuter Rail Cars and/or Locomotives – Rehabilitation/Improvements -Gas/Diesel
COR17	Commuter Rail Cars and/or Locomotives – Replacement -Alternative Fuel
COR16	Commuter Rail Cars and/or Locomotives – Replacement -Gas/Diesel
COO00	Commuter Rail Operations/Operating Assistance
CON07	Commuter Rail Service Equipment/Operating Equipment
FE	*Ferry Service*
FEO00	Ferry Service Operations/Operating Assistance
FEN07	Ferry Service Equipment/Operating Equipment
FEN94	Ferry Service Vessels - Expansion -Alternative Fuel

FEN93	Ferry Service Vessels - Expansion -Gas/Diesel
FER05	Ferry Service Vessels - Rehabilitation/Improvements -Alternative Fuel
FER04	Ferry Service Vessels - Rehabilitation/Improvements -Gas/Diesel
FER17	Ferry Service Vessels - Replacement -Alternative Fuel
FER16	Ferry Service Vessels - Replacement -Gas/Diesel
LR	*Light Rail*
LRN94	Light Rail Cars and/or Locomotives - Expansion -Alternative Fuel
LRN93	Light Rail Cars and/or Locomotives - Expansion -Gas/Diesel
LRR05	Light Rail Cars and/or Locomotives - Rehabilitation/Improvements -Alternative Fuel
LRR04	Light Rail Cars and/or Locomotives - Rehabilitation/Improvements -Gas/Diesel
LRR17	Light Rail Cars and/or Locomotives - Replacement -Alternative Fuel
LRR16	Light Rail Cars and/or Locomotives - Replacement -Gas/Diesel
LRN92	Light Rail Extension
LRO00	Light Rail Operations/Operating Assistance
LRN07	Light Rail Service Equipment/Operating Equipment
PA	*Paratransit*
PAO00	Paratransit Operations/Operating Assistance
PAN07	Paratransit Service Equipment/Operating Equipment
PAN94	Paratransit Vehicles - Expansion -Alternative Fuel
PAN93	Paratransit Vehicles - Expansion -Gas/Diesel
PAR05	Paratransit Vehicles - Rehabilitation/Improvements -Alternative Fuel
PAR04	Paratransit Vehicles - Rehabilitation/Improvements -Gas/Diesel
PAR17	Paratransit Vehicles - Replacement -Alternative Fuel
PAR16	Paratransit Vehicles - Replacement -Gas/Diesel
RA	*Rail (Intercity and Heavy Rail)*
RAN94	Rail Cars and/or Locomotives - Expansion -Alternative Fuel
RAN93	Rail Cars and/or Locomotives - Expansion -Gas/Diesel
RAR05	Rail Cars and/or Locomotives - Rehabilitation/Improvements -Alternative Fuel
RAR04	Rail Cars and/or Locomotives - Rehabilitation/Improvements -Gas/Diesel
RAR17	Rail Cars and/or Locomotives - Replacement -Alternative Fuel
RAR16	Rail Cars and/or Locomotives - Replacement -Gas/Diesel
RAN92	Rail Extension
RAO00	Rail Operations/Operating Assistance
RAN07	Rail Service Equipment/Operating Equipment
	Intelligent Transportation Systems (ITS)
ITS	
ITS01	Real Time Transit or Rail Notification System
ITS02	Signal Synchronization
ITS03	Smart Fare Card and Equipment
ITS04	Traffic Management/Operations Centers
	Traffic Operations System Element Projects
ITS05	Changeable Message Signs (CMS)
ITS06	Closed Circuit Televisions (CCTVs)
ITS07	Control Stations (CS) / Weigh in Motion (WIM) station
ITS08	Fiber Optic Communications
ITS09	Ramp Metering Systems
ITS10	Signal Preemption

ITS11	Signal Video Enforcement
ITS12	Traveler/Motorist Information Systems; Highway Advisory Radios
ITS13	Vehicle Detection (VDS) & Automatic Vehicle Classification (AVC) Systems
ITS14	Various Traffic Op. System Elements (ITS05 to ITS13)
Transportation Demand Management (TDM)	
TD	
TDN64	Park & Ride Lot - New
TDR64	Park & Ride Lot Modifications/Upgrade
TDM20	Ridesharing
TDM24	TDM Programs - non Ridematching & non Park & Ride
Lump Sum Categories	
SH	*Caltrans SHOPP Projects*
SHP01	Operations
SHP02	Roadside Rehabilitation
SHP03	Roadway Rehabilitation
SHP04	Safety
LU	*Conformity Exempt Project Categories*
LUM01	Operational Improvements
LUM02	Rehabilitation and Reconstruction
LUM03	Safety
LUM04	Transportation Enhancement Activities (only eligible items)
LUM05	Truck Climbing Lanes (outside urbanized areas)

Guide to Program Code Selection

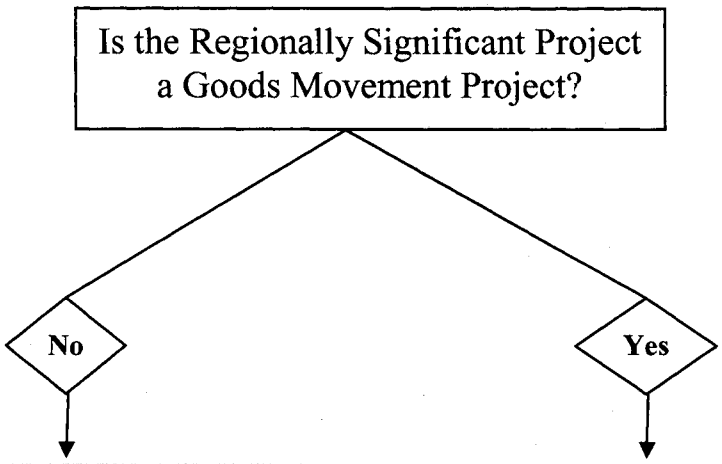


NON-CAPACITY CONSTRUCTION PROJECTS (ALL TYPES)

Administrative Offices/Facility - New – ADN55
Administrative Offices/Facility - Rehab/Improve – ADR55
Auxiliary Lane Not through Next Intersection – NCN21
Auxiliary Lane through Interchange – NCN37
Bicycle & Pedestrian Facilities - New – NCN25
Bicycle & Pedestrian Facilities - Upgrade – NCR25
Bicycle Facility - New – NCN26
Bicycle Facility - Upgrade – NCR26
Bridge Restoration & Replac. -No Lane Additions – NCR36
Bridge Restor/Rep -No Add Lns w/non-motor/TCM – NCRT1
Chain Control/Brake Inspection – NCR38
Child Care Facility – CHI50
Curb and Gutter Improvements – NCR81
Curve Correction/Improve Alignment – NCRH4
Directional / Informational Signs / Sign Removal – NCN47
Fueling Stations – FUL51
Fueling Stations - Alternative Fuel – FUL52
Grade Separation; RR/HWY Crossing - Non-Cap – NCN31
Historic Preservation – NCR82
Interchange -Modify/Replace (non-capacity) – NCRH3
Interchange -Modify/Replace w/non-motor/TCM – NCRT3
Intersection Improv./Channelization (non-capacity) – NCRH1
Maintenance/Storage Facility -New – NCN86
Maintenance/Storage Facility -Upgrade – NCR86
Median Barrier/Add Median -New – NCN34
Median/Median Barrier -Upgrade – NCR34
Overcross/Undercross Improv. - No Lane Additions – NCR87
Overcross/Under. Improv – w/non-motorized/TCM – NCRT0
Passenger Benches & Small Shelters – NCR10
Passenger Loading Areas – NCR28
Pedestrian Facilities - New – NCN27
Pedestrian Facilities - Upgrade – NCR27
Public Art – ART48
Ramps -Modify – NCR88
Reversible lanes – NCR77
Road Replacement and Rehabilitation – NCR31
Roadside Rest Area - New – NCN33
Restoration – NCR33
Safety Improvements – NCR30
Security Facilities – SEC54
Seismic Retrofit – NCR78
Shoulder Widening – NCR22
Sidewalks/Curb Cuts - New – NCN29
Sidewalks/Curb Cuts - Upgrade – NCR29
Slope/Drainage Improvements – NCR79
Sound Walls – NCR42
Storm Maintenance/Repair/Clearing – NCR49
Truck Size and Weight Inspection Stations – NCRH5
Turnouts – NCR90
Upgraded Facilities - no new travel lanes – NCR91
Upgraded Facilities w/non-motor/TCM – NCRT2

CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

Adding a Lane through a Bottleneck – CAN76
Bridge Restoration/Replacement –Lane Additions – CAR60
Bridge Restoration/Repl. –Ln Add w/non-Motor/TCM – CART1
Grade Separation – Capacity Enhancing – CAN61
Highway/Road Impr, Add Lane(s) with HOV – CAR62
Highway/Road Impr, Add Lane(s) with out HOV – CAR63
Highway/Road Impr, Lane add w/non-motor/TCM – CART2
Interchange –New – CAN70
Interchange – New with Ramp Meters/HOV Bypass – CAN71
Interchange – New w/non-motorized/TCM facility – CANT7
Interchange – Modify/Replace/Rec (Lane Additions) – CARH3
Interchange – Modify/Rep. (Lane Add) w/TCM facility – CART3
New Bridge – CAN65
New Bridge w/non-motorized/TCM facility – CANT4
New Connections/Cross Traffic Improvements – CAN66
New Connect/Cross Traffic Impr w/non-motor/TCM – CANT5
New Highway with no HOV Lanes – CAN67
New Highway with HOV Lanes – CAN68
New Highway with non-motorized/TCM facilities – CANT6
New HOV Lane(s) – CAN69
New Overcross or Undercross – CAN72
New Overcross or Undercross w/non-motor./TCM – CANT8
New Toll Bridge Facilities – CAN73
New Toll Bridge with non-motorized/TCM facilities - CANT9
Overcross or Undercross Improv. (Lane Additions) – CAR75
Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CART0
Restriping for "Mix" Flow Lanes – CAR59
Slow Vehicle Passing Lanes/Truck Climbing Lanes – CAN74



REGIONALLY SIGNIFICANT (Non Goods Movement)

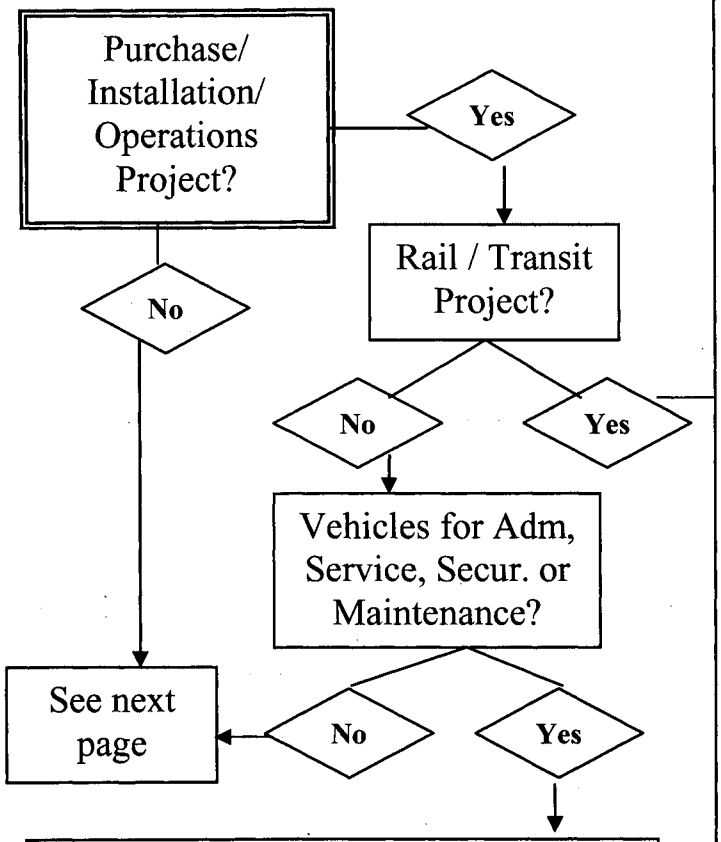
CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

Adding a Lane through a Bottleneck – CAX76
Bridge Restoration/Replacement –Lane Additions – CAX60
Bridge Restoration/Repl. –Ln Add w/non-Motor/TCM – CAXT1
Grade Separation – Capacity Enhancing – CAX61
Highway/Road Impr, Add Lane(s) with HOV – CAX62
Highway/Road Impr, Add Lane(s) with out HOV – CAX63
Interchange –New – CAX70
Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities – CAXT2
Interchange – New with Ramp Meters/HOV Bypass – CAX71
Interchange – New w/non-motorized/TCM facility – CAXT7
Interchange – Modify/Rep. (Lane Add) w/TCM facility – CAXT3
New Bridge – CAX65
New Bridge w/non-motorized/TCM facility – CAXT4
New Connections/Cross Traffic Improvements – CAX66
New Connect/Cross Traffic Impr w/non-motor/TCM – CAXT5
New Highway with no HOV Lanes – CAX67
New Highway with HOV Lanes – CAX68
New Highway with non-motorized/TCM facilities – CAXT6
New HOV Lane(s) – CAX69
New Overcross or Undercross – CAX72
New Overcross or Undercross w/non-motor./TCM – CAXT8
New Toll Bridge Facilities – CAX73
New Toll Bridge with non-motorized/TCM facilities - CAXT9
Overcross or Undercross Improv. (Lane Additions) – CAX75
Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CAXT0
Restriping for "Mix" Flow Lanes – CAX59
Slow Vehicle Passing Lanes/Truck Climbing Lanes – CAX74

REGIONALLY SIGNIFICANT – GOODS MOVEMENT

CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

Adding a Lane through a Bottleneck – CAY76
Bridge Restoration/Replacement –Lane Additions – CAY60
Bridge Restoration/Repl. –Ln Add w/non-Motor/TCM – CAYT1
Grade Separation – Capacity Enhancing – CAY61
Highway/Road Impr, Add Lane(s) with HOV – CAY62
Highway/Road Impr, Add Lane(s) with out HOV – CAY63
Interchange –New – CAY70
Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities – CAYT2
Interchange – New with Ramp Meters/HOV Bypass – CAY71
Interchange – New w/non-motorized/TCM facility – CAYT7
Interchange – Modify/Rep. (Lane Add) w/TCM facility – CAYT3
New Bridge – CAY65
New Bridge w/non-motorized/TCM facility – CAYT4
New Connections/Cross Traffic Improvements – CAY66
New Connect/Cross Traffic Impr w/non-motor/TCM – CAYT5
New Highway with no HOV Lanes – CAY67
New Highway with HOV Lanes – CAY68
New Highway with non-motorized/TCM facilities – CAYT6
New HOV Lane(s) – CAY69
New Overcross or Undercross – CAY72
New Overcross or Undercross w/non-motor./TCM – CAYT8
New Toll Bridge Facilities – CAY73
New Toll Bridge with non-motorized/TCM facilities - CAYT9
Overcross or Undercross Improv. (Lane Additions) – CAY75
Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CAYT0
Restriping for "Mix" Flow Lanes – CAY59
Slow Vehicle Passing Lanes/Truck Climbing Lanes – CAY74



Vehicles: Admin, Maintenance, Service, Sec.

Gas/Diesel - New – VEN02
Alternative Fuel - New – VEN03
Gas/Diesel - Upgrade/Rehab – VER02
Alternative Fuel - Upgrade/Rehab – VER03

Rail (Intercity & Heavy Rail) / Ferry Service

Rail Cars/Locomotives - Expansion Alternative Fuel – RAN94
Rail Cars/Locomotives - Expansion Gas/Diesel – RAN93
Rail Cars/Locomotives - Rehab/Improv Alt. Fuel – RAR05
Rail Cars/Locomotives - Rehab/Improv Gas/Diesel – RAR04
Rail Cars/Locomotives - Replace Alternative Fuel – RAR17
Rail Cars/Locomotives - Replace Gas/Diesel – RAR16
Rail Extension – RAN92
Rail Operations/Operating Assistance – RAO00
Rail Service Equipment/Operating Equipment – RAN07
Ferry Service Operations/Operating Assistance – FEO00
Ferry Service - Service Equip/Operating Equip – FEN07
Ferry Service Vessels - Expansion Alt Fuel – FEN94
Ferry Service Vessels - Expansion Gas/Diesel – FEN93
Ferry Service Vessels - Rehab/Improve Alt Fuel – FER05
Ferry Service Vessels - Rehab/Improve Gas/Diesel – FER04
Ferry Service Vessels - Replacement Alt Fuel – FER17
Ferry Service Vessels - Replacement Gas/Diesel – FERG16

MASS TRANSPORTATION & RAIL PROJECTS

Codes that Apply Across Bus and Rail Modes

Administrative Equipment - New – TRN06
Administrative Equip - Rehab/Upgrade – TRR06
Fare Equipment/Ticket Vending Machines – TRN08
Maintenance Equipment - New – TRN07
Maintenance Equipment - Upgrade – TRR07
Maintenance/Storage Facility - New – NCN86
Maintenance/Storage Facility - Upgrade/Rehab – NCR86
Passenger Stations/Facilities - New – TRNH6
Passenger Stations/Facilities - Rehabilitation/Improv – TRRH6
Power, Signals, Communications – TRN09
Track Extension – TRN92
Track Replacement/Rehabilitation – TRR15
Track Structures - New – TRN14
Track Structures - Rehab/Reconstruction – TRR14
Real Time Rail or Transit Notification System – ITS01

Bus Transit / Paratransit

Bus - Capital Lease – BUO01
Bus Operations/Operating Assistance – BUO00
Bus Service Equipment/Operating Equipment – BUN07
Buses - Expansion Alternative Fuel – BUN94
Buses - Expansion Gas/Diesel – BUN93
Buses - Rehabilitation/Improvements Alternative Fuel – BUR05
Buses - Rehabilitation/Improvements Gas/Diesel – BUR04
Buses - Replacement Alternative Fuel – BUR17
Buses - Replacement Gas/Diesel – BURGS16
Paratransit Operations/Operating Assistance – PAO00
Paratransit Service Equipment/Operating Equipment – PAN07
Paratransit Veh - Expansion Alternative Fuel – PAN94
Paratransit Veh - Expansion Gas/Diesel – PAN93
Paratransit Veh - Rehabilitation/Improv Alt Fuel – PAR05
Paratransit Veh - Rehabilitation/Improv Gas/Diesel – PAR04
Paratransit Veh - Replacement Alternative Fuel – PAR17
Paratransit Veh - Replacement Gas/Diesel – PAR16

Commuter Rail / Light Rail

Commuter Rail Cars/Locom - Expansion Alt Fuel – CON94
Commuter Rail Cars/Locom - Expansion Gas/Diesel – CON93
Commuter Rail Cars/Locom - Reh/Improv Alter Fuel – COR05
Commuter Rail Cars/Locom - Reh/Improv Gas/Diesel – COR04
Commuter Rail Cars/Locom - Replace Alt Fuel – COR17
Commuter Rail Cars/Locom - Replace Gas/Diesel – COR16
Commuter Rail Operations/Operating Assistance – COO00
Commuter Rail Service Equipment/Operating Equip – CON07
Light Rail Cars/Locomotives - Expansion Alt Fuel – LRN94
Light Rail Cars/Locomotives - Expansion Gas/Diesel – LRN93
Light Rail Cars/Locomotives - Reh/Impr Alt Fuel – LRR05
Light Rail Cars/Locomotives - Reh/Impr Gas/Diesel – LRR04
Light Rail Cars/Locomotives - Replace Alt Fuel – LRR17
Light Rail Cars/Locomotives - Replace Gas/Diesel – LRR16
Light Rail Extension – LRN92
Light Rail Operations/Operating Assistance – LR000
Light Rail Service Equip/Operating Equipment – LRN07

ITS and General Items

Intelligent Transportation Systems
Real Time Transit/Rail Notification System – ITS01
Signal Synchronization – ITS02
Smart Fare Card and Equipment – ITS03
Traffic Management/Operations Centers – ITS04
Changeable Message Signs (CMS) – ITS05
Closed Circuit Televisions (CCTVs) – ITS06
Control Stations (CS) / Weigh in Motion (WIM) Sta – ITS07
Fiber Optic Communications – ITS08
Ramp Metering Systems/Bypass Lanes – ITS09
Signal Preemption – ITS10
Signal Video Enforcement – ITS11
Traveler/Motorist Information Systems/ Adv. Radios – ITS12
Vehicle Detection (VDS)/Automated Veh.(AVC) Sys – ITS13
Various ITS/TOS System Elements – ITS14

General Items
Land Acquisition – NCN84
Land Acquisition – Abandoned Railway – NCN85
Land Acquisition for Scenic Easement – NCN45
Passenger Benches & Small Shelters – NCR10
Planting/Landscaping – NCN46
Planting/Landscaping Restoration – NCR46
Public Art – ART48
Security – SEC53
Security Equipment – SEC54
Signal(s) – at intersections (non-synchronized) – NCNH2
Street Lights – NCR35

Administrative/ Planning/ TDM/ Lump Sum

Adm/Planning/TDM
Administration, Admin Activities – ADM83
Planning (including Env Doc and PSE) – PLN40
Ridesharing (ridematching) – TDM20
TDM Programs (non-ridematching) – TDM24
Park & Ride Lot - New – TDN64
Park & Ride Lot - Modify/Upgrade – TDR64

Lump Sum Categories

Caltrans SHOPP Projects
Operations – SHP01
Roadside Rehabilitation – SHP02
Roadway Rehabilitation – SHP03
Safety – SHP04

Conformity Exempt Project Categories
Operational Improvements – LUM01
Rehabilitation and Reconstruction – LUM02
Safety – LUM03
Transp. Enhancement Act. (Elig. items) – LUM04
Truck Climbing Lanes (outside Urb. Area) – LUM05

2. Change Reason Codes

Change Reason codes help identify whether a project is new or the purpose for the amendment. The Change Reason codes listed below match the codes available in the new RTIP Database.

CHG_REASON CODES	DESCRIPTION
06STIPAUG	2006 STIP AUGMENTATION
AC CONV	AC CONVERSION
AC INC #1	AC INCREMENTAL CONVERSION #1
AC INC #2	AC INCREMENTAL CONVERSION #2
AC INC #3	AC INCREMENTAL CONVERSION #3

AWARD	AWARDED PROJECT
C/O 2002	2002 FTIP CARRYOVER
C/O 2004	2004 FTIP CARRYOVER
CMIA	CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
COMB	COMBINED PROJECT
COMB SCH<	COMBINED PROJECT & SCHEDULE ADVANCE
COMB SCH>	COMBINED PROJECT & SCHEDULE DELAY
COMP	COMPLETED PROJECT
COST SCH<	COST CHANGE AND SCHEDULE ADVANCE
COST SCH>	COST CHANGE AND SCHEDULE DELAY
COST<	COST DECREASE
COST>	COST INCREASE
DEL	DELETED PROJECT
DEL 3090	DELETED AB 3090
DEL COMB	DELETED COMBINED PROJECT
DEL NEW ID	DELETED NEW IDENTIFICATION
DESC CHG	DESCRIPTION CHANGE
ENGR CHG	ENGINEERING CHANGE
FTA	FUND TRANSFER AGREEMENT
FUND CHG	FUND SOURCE CHANGE
LEAD CHG	LEAD AGENCY CHANGE
LIMIT CHG	LIMIT CHANGE
MINOR CHG	MINOR CHANGE
NEW COMB	NEW COMBINED PROJECT
NEW PAY	NEW PAYBACK PROJECT
NEW PRJ	NEW PROJECT
NEW PRJ ID	NEW PROJECT ID
NEW SPLIT	NEW SPLIT PROJECT
ON HOLD	HOLD STIP PROJECT
PRJ ALLOT	PROJECT ALLOTMENT
PRJ ALLOT2	PROJECT ALLOTMENT #2
PRJ ALLOT3	PROJECT ALLOTMENT #3
PRO AMEND	PROPOSED AMENDMENT
PRO VOTE	PROPOSED VOTE
R/W CHG	RIGHT OF WAY CHANGE
RE PGM	RE PROGRAMMED
SCH<	SCHEDULE ADVANCED
SCH>	SCHEDULE DELAY
SCOPE CHG	SCOPE CHANGE
SPLIT	SPLIT PROJECT
SPLIT SCH<	SPLIT PROJECT WITH SCHEDULE ADVANCE
SPLIT SCH>	SPLIT PROJECT WITH SCHEDULE DELAY
TCM - HOLD	TIMELY IMP ISSUE
TEAM	RESERVED FOR CMSD DEVELOPMENT TEAM
UN VOTE	UN VOTED PROJECT
VOTE	VOTED PROJECT

VOTE COMB	VOTED COMBINE PROJECT
VOTE EXT	VOTED EXTENSION
VOTE PAY	VOTED PAYBACK PROJECT
VOTE REV	VOTED REVISION
VOTE SCH<	VOTED PROJECT ADVANCED
VOTE SCH>	VOTED PROJECT DELAYED
VOTE SPLIT	VOTED SPLIT PROJECT

3. Element Codes

Element codes help to identify the project phase when the project is programmed or amended in the RTIP. For Federal Transit Administration funded transit projects, use the "FTA TEAM Milestones Translation Table" to translate between FTA TEAM Milestones and the RTIP database Element codes. The codes below match the codes available in the new RTIP Database.

ELEMENT CODES	DESCRIPTION
1	NO PROJECT ACTIVITY
2	ENVIRONMENTAL DOCUMENT / PRE-DESIGN PHASE (PAED)
3	ENGINEERING / PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
4	RIGHT-OF-WAY ACQUISITION
5	BID/ADVERTISE PHASE
6	CONTRACT AWARD
7	CONSTRUCTION / PROJECT IMPLEMENTATION BEGINS
8	CONSTRUCTION / IMPLEMENTATION COMPLETE, PROJECT OPEN FOR USE
9	FIRST VEHICLE DELIVERED
10	ALL VEHICLES DELIVERED
11	CONTRACT COMPLETE

FTA TEAM MILESTONE TRANSLATION TABLE	
TEAM MILESTONES	EQUIVALENT ELEMENT CODES
Construction	
RFP/IFB OUT TO BID	5
CONTRACT AWARD	6
CONSTRUCTION BEGINS	7
CONSTRUCTION COMPLETE	8
CONTRACT COMPLETE	11
Acquisition	
RFP/IFB OUT TO BID	5
CONTRACT AWARD	6
FIRST VEHICLE DELIVERED	9
ALL VEHICLES DELIVERED	10
CONTRACT COMPLETE	11

4. Environmental Codes

Environmental Codes identify the proposed environmental document or the actual environmental document type obtained for the project. Environmental codes are listed below.

ENVIRONMENT CODE	DESCRIPTION
CE	CATEGORICALLY EXEMPT
DCE	DRAFT CATEGORICALLY EXEMPT
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT
DND	DRAFT NEGATIVE DECLARATION
FEIR	FINAL ENVIRONMENTAL IMPACT REPORT
FEIS	FINAL ENVIRONMENTAL IMPACT STATEMENT
FONSI	FINDING OF NO SIGNIFICANT IMPACT
ND	NEGATIVE DECLARATION
SE	STATUTORY EXEMPT
UN	UNKNOWN ENVIRONMENTAL STATUS

5. Conformity Category

The Conformity Category identifies projects that are exempt from conformity analysis, TCMs and non-exempt projects. Conformity category codes are listed below.

CONFORMITY CATEGORY
TCM
EXEMPT
NON-FEDERAL/NON-REGIONAL
NON-EXEMPT
COMMITTED TCM

6. Fund Codes

Fund Codes identify the specific type of funds programmed for each project. It is very important that Fund Codes be entered correctly as this can delay the obligation of funds. Fund codes listed below match the codes available in the new RTIP Database.

FUND CODES	DESCRIPTION
1112	RECREATIONAL TRAILS
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS
5207	INTELLIGENT TRANS SYS
5307	FTA 5307 UZA FORMULAR
5307-OP	FTA 5307-OPERATING
5308	CLEAN FUEL FORMULA

5309a	FTA 5309(a) GUIDEWY
5309b	FTA 5309(b) NEW RAIL
5309c	FTA 5309(c) BUS
5310	FTA 5310 ELD & DISABI
5311	FTA 5311 NON-UZA
5311 PR	FTA 5311 NON UZA - PRIOR OBL
5313	STATE PLNG & RESEARCH
5316	FTA 5316 JOB ACCESS PROGRAM
5317	FTA 5317 NEW FREEDOM PROGRAM
5394	ROGAN HR5394
AB2766	STATE AB2766
ADCONST	LOCAL - ADVANCED CONSTRUCTION
AGENCY	AGENCY
AIR	AIR BOARD
AMTRAK	AMTRAK
BENEFIT	BENEFIT ASSESS DIST
BIA	BU OF INDIAN AFFAIRS
BONDL	BONDS - LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC
CBIP	FHWA CORRIDORS & BOARDERS PROGRAM
CITY	CITY FUNDS
CMAQ	CMAQ
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION
CMIA	CORRIDOR MOBILITY PROGRAM
CMOYER	CARL MOYER FUNDS
CO	COUNTY
DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION
DEMISTE	DEMO - ISTEA
DEMO	DEMO-PRE ISTEA
DEMOACE	DEMO - SAFETEA LU ACE
DEMOSTL	DEMO-SAFETEA-LU
DEMOT21	DEMO - TEA 21
DEV FEE	DEVELOPER FEES
DOC	DEPT COMMERCE
DOD	DEFENSE FUNDS
DS-NG-G	GARVEE DEBT SERVICE
DS-NH-G	GARVEE DEBT SERVICE PAYMENT
EDA	EDA GRANT
ER-LOC	EMERGENCY RELIEF - LOCAL
ER-S	EMERGENCY RELIEF - STATE
ERVTUMF	EASTERN RIV TUMF
FARE	FARE REVENUE
FEE	FEE
FLH	FOREST HWY
GEN	GENERAL FUNDS
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)
GRV-NH1	GARVEE-NAT'L HWY IIP
GRV-NHR	GARVEE- NAT'L HWYRIP

GRV-STI	GARVEE-STP IIP
GRV-STP	SURFACE TRANS PROG - GARVEE
GRV-STR	GARVEE-STP RIP
HBRR-L	BRIDGE - LOCAL
HBRR-S	HBRR - STATE
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION
HRRRP	HIGH RISK RURAL ROAD (HRRR_PROGRAM
HUD	HOUSING & URBAN DEV
I	INTERSTATE
IBRC	INNOVATIVE BRIDGE RESEARCH & CONSTRUCTION PROGRAM
IM	INTERSTATE MAINTENANC
IM -EAR	INTERSTATE MAINTENANC - EARMARK
IM-4818	INTERSTATE MAINT. HR4818
IM-IIP	INTERSTATE MAINTENANCE - IIP
IM-RIP	INTERSTATE MAINTENANCE - RIP
IM-SHOP	INTERSTATE MAINTENANC-SHOPP
IS	INTERSTATE SUBSTITUT
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
LOCA-AC	LOCAL - ADVANCED CONSTRUCTION
LOC-AC	LOCAL ADVANCE CONSTRUCTION
LTF	LOCAL TRANS FUNDS
MELLO	MELLO ROOS
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM
NH	NATIONAL HWY SYSTEM
NH-GIIP	NAT'L HWY - GRANDFATHER IIP
NH-GRIP	NAT'L HWY-GRANDFATHER RIP
NH-IIP	NATIONAL HWY SYSTEM - IIP
NH-RIP	NATIONAL HWY SYSTEM - RIP
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP
NSBP	SCENIC BYWAYS DISCRET
ORA-BCK	ORANGE M - TURNBACK
ORA-FWY	ORANGE M - FREEWAY
ORAFWY2	ORANGE M2 - FREEWAY
ORA-GMA	ORANGE M - GMA
ORA-IIP	ORANGE M - IIP
ORA-PAH	ORANGE M - MPAH
ORA-RIP	ORANGE M - REG I/C
ORA-SIP	ORANGE M - SIGNALS
ORA-SSP	ORANGE M - SMARTST
ORA-TDM	ORANGE M - TDM
ORA-TRN	ORANGE M - TRANSIT
P116	PROP 116
PC10	PROP "C10" FUNDS
PC20	PROP "C20" FUNDS
PC25	PROP "C25" FUNDS
PC40	PROP C"40" FUNDS
PC5	PROP "C5" FUNDS
PLH	PUBLIC LAND HWYS

PNRS	PROJECTS OF NATIONAL & REGIONAL SIGNIFICANCE
PORT	PORT FUNDS
PROPA	PROP "A" FUNDS
PROPALR	PROP "A" LOCAL RETURN
PTA	PUBLIC TRANSIT ACCT
PTA-IIP	PUBLIC TRANSIT ACCT - IIP
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
P-TAX	PROPERTY TAX
PVT	PRIVATE FUNDS
RED	REDEVELOPMENT FUNDS
RSTP-AC	RSTP - ADVANCE CONSTRUCTION
SC3090	STATE CASH (AB 3090)
SEC112	SECTION 112
SEC115	SECTION 115
SEC117	SECTION 117
SEC330	SECTION 330
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION
SLP	STATE LOCAL PARTNER
S-PARK	STATE PARK FUNDS
STA	STATE TRANSIT ASSIST
STA-BLA	STATE BIKE LANE ACT.
STAL-S	STATE LEGIS - STATE
STA-PUC	STATE PUC
STCASGI	STATE CASH - GRANDFATHERED IIP
ST-CASH	STATE CASH
STCASH3	STATE CASH - AB 3090
STCASHg	STATE CASH - GRNDFTHR RIP
STCASHI	STATE CASH - IIP
STCASHP	STATECASH - PRIOR STIP
STCASHR	STATE CASH - RIP
STCASHS	STATE CASH- SHOPP
STIPPRI	STIP PRIOR
STP	SURFACE TRANS PROG
STP4818	SURFACE TRANS PROG - HR4818
STPE	STP ENHANCE - PRIOR STIP
STPE-I	STP ENHANCE-IIP TEA
STPE-L	STP ENHANCE-LOCAL TEA
STPE-P	STP-ENTRANCEMENT PRIOR STIP
STPE-PR	STP ENHANCE-PRIOR RIP TEA
STPE-R	STP ENHANCE-RIP TEA
STPE-S	STP ENHANCE-SHOPP TEA
STPE-SH	STP ENHANCE-SHOPP TEA
STP-GI	STP-GRANDFATHER IIP
STPG-L	STP HAZARD SAFETY
STP-GR	STP-GRANDFATHER RIP
STP-IIP	SURFACE TRANS PROG - IIP
STPIIP3	SURFACE TRANS PROG-IIP AB 3090

STPL	STP LOCAL
STPL-R	STP LOCAL - REGIONAL
STP-RIP	SURFACE TRANS PROG - RIP
STPRIP3	SURFACE TRANS PROG-RIP AB3090
STPR-L	STP RAILROAD LOCAL
STPR-S	STP RAILROAD
STPSHOP	SURFACE TRANS PROG-SHOPP
ST-SPR	PARTNERSHIP PLANNING GRANT
TCP	TRADE CORRIDOR PROGRAM
TCRF	TRAFFIC CONGESTION RELIEF
TCSPPP	TRANS & COMM & SYS PRESRV PILOT PROG
TDA	TDA
TDA3	TDA ARTICLE #3
TDA4	TDA ARTICLE #4
TDA4.5	TDA ARTICLE #4.5
TDA4/8	TDA ARTICLE #4 & #8
TDA8	TDA ARTICLE #8
TPD	TRANS PLNG AND DEV
TRA FEE	TRAFFIC IMPACT FEES
UNIV	STATE UNIVERSITY
WRVTUMF	WESTERN RIV TUMF
XORA	MEASURE M
XRIV	RIV CO SALES TAX
XSBD	SBD CO MEASURE I

B. RTP MODELED PROJECTS

The project list below will be updated to be consistent with the 2007 RTP when available.

RTIP STATUS OF 2004 RTP - PLAN* PROJECTS

(MODELED FOR 2015 OR EARLIER IN 2004 RTP)

Route/Program	From	To	Description	Model Year**	2004 RTIP PROJECT ID#
IMPERIAL COUNTY					
SR-78	at Proposed SDSU Campus in Brawley		Access improvements	2015	
SR-98	SR-111	Dogwood Rd/SR-98	Corridor improvements - widening and/or realignment	2015	
SR-111	South of SR-98	Port of Entry	Improvements	2015	
SR-111	SR-98	I-8	Upgrade to 4-lane freeway with interchange(s) at several locations	2015	
SR-111	SR-78 (Brawley)	SR-115 (Calipatria)	Upgrade to 4-lane conventional	2015	
SR-115	I-8	Evan Hewes Hwy	Construct 4-lane extension	2015	
Dogwood Rd Corridor / I-8 Overpass	SR-98	I-8	Corridor improvements - widen to 6 lanes from McCabe to I-8; I-8 improvement to 6 lanes	2015	

LOS ANGELES COUNTY

HOV

SR-14	Ave. P-8	Ave. L	Add 1 HOV lane each dir	2015	
I-710	I-10	Huntington Dr	Construct 1 HOV lane each dir	2015	

MIXED FLOW

I-710	I-10	Huntington Dr	Construct 3 MF lanes each dir	2015	
Gerald Desmond Bridge replacement			Replacement of existing bridge connecting Terminal Island to I-710	2010	

TRANSIT

Crenshaw Corridor			Transit Corridor (technology TBD)	2010	LA0D198 (ENG ONLY)
Gold Line Extension	Pasadena	Claremont	Light Rail	2015	
Metro Center Connector	Blue Line/Exposition Line	Gold Line	Downtown Light Rail Connector	2015	
Red Line Extension	Western Ave	Fairfax Ave	Subway	2015	

ORANGE COUNTY

TOLL

SR-91/SR-241			Add direct toll-to-toll or HOV connection from north/south SR-241 to SR-91 toll lanes to/from the east	2015	

MIXED FLOW

SR-57 NB	Orangethorpe	Lambert	MF or Aux Capacity	2010	ORA120332 (PARTIAL)
SR-57 NB	at SR-91		Add 4th through lane	2010	ORA120332 (PARTIAL)
SR-91 EB/WB	SR-55	Riverside County Line	Add 1 MF lane each direction	2010	ORA120337 (PARTIAL, ENG ONLY)
SR-91 EB/WB	Truck scales	Imperial	Add storage lane at truck weigh in motion station	2010	

AUXILIARY & INTERCHANGE/RAMPS

SR-55	17th / 4th / I-5 area		Add southbound auxiliary lane from SR-22 to I-5 to address lane drop/merge issues	2010	
SR-55 SB	Dyer	MacArthur	Auxiliary lane	2010	
SR-91 WB	SR-71	SR-241	Add auxiliary lane	2010	
SR-91 EB	SR-241	SR-71	Add auxiliary lane EB which drops at Green River, another extends to SR-71	2010	ORA120336
SR-91 WB	NB SR-55	WB SR-91 at Tustin	Add auxiliary lane	2010	ORA120334
SR-91 WB	SR-57	I-5 (WB Only)	Add auxiliary lane	2010	ORA120335 (ENG ONLY)
I-405 NB	SR-133	Sand Canyon	Widen NB I-405 SR-133 to Sand Canyon, add aux lane	2005	
I-405 SB	Irvine Center Drive	Irvine Center Drive	Add 2nd auxiliary lane	2010	
I-405 NB	Jeffrey	Culver	Add auxiliary lane	2010	
I-5 NB/SB	La Paz Road		Re-construct interchange to increase storage capacity of ramps	2010	ORA000122

I-5 NB/SB	Avery Parkway		Avery parkway ramp relocation, reconfiguration, upgrades	2010	ORA55063
I-5 NB/SB	Jamboree Road		Provide two lanes off and widen terminal section of off-ramp, modify NB ramp	2010	ORA120359
I-5 NB/SB	I-5/SR-74 Separation		Rebuild interchange including widening of SR-74 overcrossing	2010	ORA120326 (ENG ONLY)
SR-91	Fairmont Drive		Add intermediate access to 91 Express Lanes at Fairmont Drive to/from the east	2010	
SR-91	Lakeview Interchange		Construct barrier-separated on-ramp (2 lanes) from SB Lakeview to WB SR-91	2010	

TRANSIT

Bus Rapid Transit	Countywide		Add Bus Rapid Transit in mixed traffic with signal priority on the following lines: Harbor ('07), Westminster ('09), Katella ('13), Beach ('11), La Palma ('15)	2010 to 2015	ORA020114 (???)
Track La Mirada Basta	La Mirada		DT Junction to La Mirada Triple Track	2005	

TRUCK CLIMBING

SR-57 NB	Lambert	Tonner Canyon Road	Truck Climbing Lane	2010	

RIVERSIDE COUNTY

HOV

I-215	SR-60/SR-91/I-215 Jct	San Bernardino County Line	Add 1 HOV lane each direction (EA 467200)	2015	

MIXED FLOW

I-215	SR-60/SR-91/I-215 Jct	San Bernardino County Line	Add 1 MF lane each direction (EA 467200)	2015	
SR-79	Ramona Expwy	Domenigoni Parkway	Realign highway (construct 4 lanes)	2015	RIV62024 (ENG & ROW)
SR-91	Pierce Street	Orange County Line	Add 1 MF lane each direction	2015	
CETAP - Cajalco/Ramona	Hemet	Corona/Lake Elsinore	Cajalco/Ramona expressway (3 lanes each dir) from Sanderson Ave to I-15	2010	RIV031218 (ENG ONLY)

AUXILIARY & INTERCHANGE/RAMPS

I-10	Calimesa @ County Line Rd (R4.0)	500 meters e/o Sandlwood Dr I/C (R4.3)	Replace Bridge, Ramps, Construct Auxiliary Lanes, and Realign Calimesa Rd (EA 0A710K)	2015	
SR-60	0.4 mi e/o I-15/SR-60 IC	0.2 mi e/o Main St	Add auxiliary lanes both directions	2010	
SR-91 WB	SR-71	Orange County Line	Add auxiliary lane	2010	
SR-91 EB	Orange County Line	SR-71	Add auxiliary lane EB which drops at Green River, another extends to SR-71	2010	
I-10	at Ave 50		Construct new interchange	2010	
I-10	at Calimesa Blvd/Sandalwood Dr	btwn 7th St & Sandalwood Dr	Reconstruct interchange/ramps	2010	
I-10	McNaughton Pkwy (approx. 3.38 mi e/o Dillon Rd)		Construct interchange	2010	RIV030901

I-10	at Portola Ave	btwn Dinah Shore & Varner	Construct new IC (4 lanes) and ramps incl. bridge over UPRR & Varner realignment	2010	RIV031209
I-10	at Monterey Ave		Reconfigure IC, add 1 NB lane, construct new WB entry loop ramp from Monterey & WB entry ramp from Varner, realign/relocate WB exit ramp	2005	RIV031208
I-15	at 6th St	btwn Hamner Ave & Sierra Ave	Reconstruct interchange/ramps	2010	
I-15	at Hidden Valley Pkwy	btwn Hamner Ave & Beyond NB Exit Ramp	Reconstruct interchange/ramps	2010	
I-215	at SR-74/4th St	btwn G St & San Jacinto Ave	Reconstruct interchange/ramps	2010	
I-215	at Cactus Ave	btwn W. Frontage Rd & Elsworth St	Reconstruct interchange/ramps	2010	
I-215	at Ethanac Rd	btwn Barnett Rd & Trumble Rd	Reconstruct interchange/ramps	2015	
I-215	at Nuevo Rd	btwn A St & E. Frontage Rd	Reconstruct interchange/ramps	2015	
I-215/SR-60	at Central Ave	btwn Springs Blvd & Watkins Dr	Reconstruct interchange/ramps	2010	
SR-60	at Etiwanda Ave	btwn San Sevaine Wy & Iberia St	Widen ramps 1 to 2 lanes. 0.1 mi.	2015	
SR-60	at Heacock St	btwn Hemlock Ave & Sunnymead Blvd	Reconstruct interchange/ramps	2015	
SR-86 S	at Ave 50		Construct interchange	2010	
SR-86 S	at Ave 52	btwn La Hernandez and Polk	Construct new interchange	2015	
SR-86 S	at Airport Blvd/Ave 56	btwn Orange & Fillmore	Construct new interchange (Spread-Diamond)	2010	
SR-86 S	at SR-195 (Avenue 66) R10.63/R11.43		Near Mecca, construct new interchange	2010	
SR-86 S	Tyler St w/o SR-86S	Tyler St e/o SR-86S	Construct new interchange	2015	
SR-91	at 14th St	btwn Olivewood Ave & Commerce St	Reconstruct interchange/ramps	2010	
SR-91	at Serfas Club Dr	btwn Frontage Rd & Wardlow Rd	Reconstruct interchange/ramps	2015	
SR-91	at University Ave	btwn Lemon St & Vine St	Reconstruct interchange/ramps	2010	

TRANSIT

Metrolink Commuter Rail			Metrolink Construct New Station At 3360 Van Buren Blvd In Riverside (Parking 550 Spaces)	2015	
Bus Rapid Transit	Corona	Moreno Valley	Bus Rapid Transit (BRT): 65 Intersections Retrofitted for Signal Priority for Transit and Automated Travel Information at 15 Bus Stops	2010	RIV041021, RIV041028
Bus Rapid Transit	Coachella Valley		Rapid Bus/BRT	2010	

TRUCK CLIMBING

I-10	San Bernardino County Line (R0.0)	Banning City Limits (12.9)	Add eastbound truck climbing lane	2015	

SAN BERNARDINO COUNTY

HOV

I-215	Riverside County Line	I-10	Add 1 HOV lane each direction	2015	

MIXED FLOW

I-10 WB	Yucaipa Bl	Ford St	Add 1 MF lane westbound	2015	200434
I-215	Riverside County Line	I-10	Add 1 MF lane each direction	2015	
I-215	I-10	SR-30	Add 1 MF lane each direction (restriping)	2010	200444
SR-18	0.8 mi west of Orchard Dr (PM 79.9)	2.1 mi west of Orchard Dr (PM 81.2)	Construct Passing Lanes (PM 79.9/81.2) and Turn Lanes (PM 73.76/84.33)	2010	
SR-83 (Euclid)	Merril Av	Kimball Av	Widen from 2 to 4 lanes each dir	2010	

AUXILIARY & INTERCHANGE/RAMPS

I-10 and I-215	On I-10 from 0.1 km w/o I-215 (PM 23.6) to 0.9km e/o SR-38 (PM 31.4)	On I-215 from Riverside County Line (PM 0.0) to Jct I-10/I-215 (PM 4.03)	Install Fiber Optic Communications (FOC) backbone system, Changeable message signs (CMS), Ramp metering stations (RMS), modify existing communication hub, CCTV, VDS, TOS Cabinets; widen on-ramps on I-10 and I-215; add aux lanes on I-10 (various locations)	2010	38420 (FOR I-10 PORTION)
US-395	NB from 0.84mi s/o Desert Flower Rd to 2.84mi n/o Purple Sage St, and from 4mi n/o Shadow Mountain Ave to 6.07mi n/o Shadow Mountain Ave	SB from 2.72mi n/o Purple Sage St to 0.95mi s/o Desert Flower Rd, and from 5.95mi n/o Shadow Mountain Ave to 3.88mi n/o Shadow Mountain Ave	Add Passing Lanes in both directions and adjust vertical and horizontal alignments	2015	
I-10	Waterman Av (PM 25.5)	Tippecanoe Ave (PM 26.27)	Add eastbound auxiliary lane (500m) and widen eastbound Tippecanoe off-ramp from 1 to 2 lanes	2005	200445
I-10	0.1 km e/o I-15 (PM 9.9)	0.4 km e/o I-215 (PM R24.5)	Install RMS, CCTV ESU; widen entrance ramps from 1 to 2 lanes at: EB & WB at Cherry Ave, Citrus Ave, Cedar Ave, Riverside Ave and Mt Vernon Ave; WB at Rancho Ave; EB at 9th St	2010	1830, 20020812, SBD31808, SBD45000 (PARTIAL)
I-10	0.8 km e/o Etiwanda Ave OC (PM 11.6)	1.5 km w/o Riverside Ave OC (PM 19.1)	In Fontana widen exit ramps from 1 to 2 lanes at Cherry Ave, Citrus Ave, & Cedar Ave IC to accommodate proposed aux lanes at Cherry Ave IC E/B aux lane PM 11.99/12.85, W/B Aux lane PM 13.38/13.68; Citrus Ave IC E/B aux lane only PM 14.58/14.88; Cedar Ave IC E/B aux lane PM 17.36/17.83, W/B aux lane PM 18.94/19.41	2010	1830, 20020812, SBD45000 (PARTIAL)
I-10	Beech Av		Interchange	2015	SBD031269
I-10	Live Oak Canyon		Interchange	2010	43320
I-15	Duncan Canyon Rd		New Interchange	2015	
I-15	Foothill Blvd (SR-66)		Add 400m deceleration lane on NB I-15 and widen NB off-ramp from 1 to 2 lanes	2005	200428
I-15	Oak Hill Rd		Replace overcrossing	2010	
I-15	Stoddard Wells Rd		Interchange	2010	35556
I-215	Barton Road		Widen over-crossing 2-4 lanes	2010	SBD31850

SR-60	Grove Av		Interchange/Ramps	2005	
I-10 and SR-60	Haven Av		Interchange Improvements	2015	

TRANSIT

San Bernardino-Redlands Extension	4th St/Mt. Vernon	Grove/Central	Extend rail service to Redlands (10 miles); rail technology TBD; 15-min. freq. daily	2015	
Gold Line Extension	Claremont in Los Angeles County	Montclair in San Bernardino County	Light Rail extension (1.5 miles)	2015	

TRUCK CLIMBING

I-15	Devore	Summit	Truck Climbing Lane	2010	

VENTURA COUNTY

MIXED FLOW

SR-118	SR-232	Moorpark	Expressway	2015	

AUXILIARY & INTERCHANGE/RAMPS

US-101	La Conchita	Mussel Shoals	Interchange Improvement	2005	VEN991101
US-101	At Del Norte Blvd		Interchange improvement and 4 lane overcrossing with left turn pocket	2010	

* The 2004 RTP comprises three tiers of projects: Baseline, Tier 2, and Plan. Baseline and Tier 2 projects have already been programmed. This listing addresses only Plan projects, from the third tier.

** Model Year indicates the earliest year for which the project was modeled for emissions analysis & conformity in the 2004 RTP. It may differ from the actual project completion year. Modeling for the RTP was conducted in 5-year increments: 2005, 2010, 2015, etc.

C. AIR BASINS, NON-ATTAINMENT AREAS, AND AIR DISTRICTS IN THE SCAG REGION

Within the SCAG region there are four air basins designated as non-attainment areas, which are administered by five air districts.

The four basins and non-attainment areas are as follows:

i. <u>The South Coast Air Basin (SCAB):</u>

The urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange.

- The entire basin is a non-attainment area for the following pollutants: 8-hour Ozone; PM_{10}; $PM_{2.5}$; and CO, and maintenance for NOx

ii. <u>The Ventura County portion of the South Central Coast Air Basin (SCCAB):</u>

- The entire county is a non-attainment area for 8-hour Ozone.

iii. <u>The Mojave Desert Air Basin (MDAB):</u>

The desert portions of the Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County that is outside of the SCAG region.

- Antelope Valley Portion of MDAB - The entire desert portion of Los Angeles County (known as Antelope Valley) is a non-attainment area for 8-hour Ozone.
- San Bernardino County Portion of MDAB
  - With the exception of the northern and eastern parts of the County the rest is a non-attainment area for 8-hour Ozone.

- Searles Valley (situated in the NW part of the County) is non-attainment for PM_{10}.
- San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM_{10}.

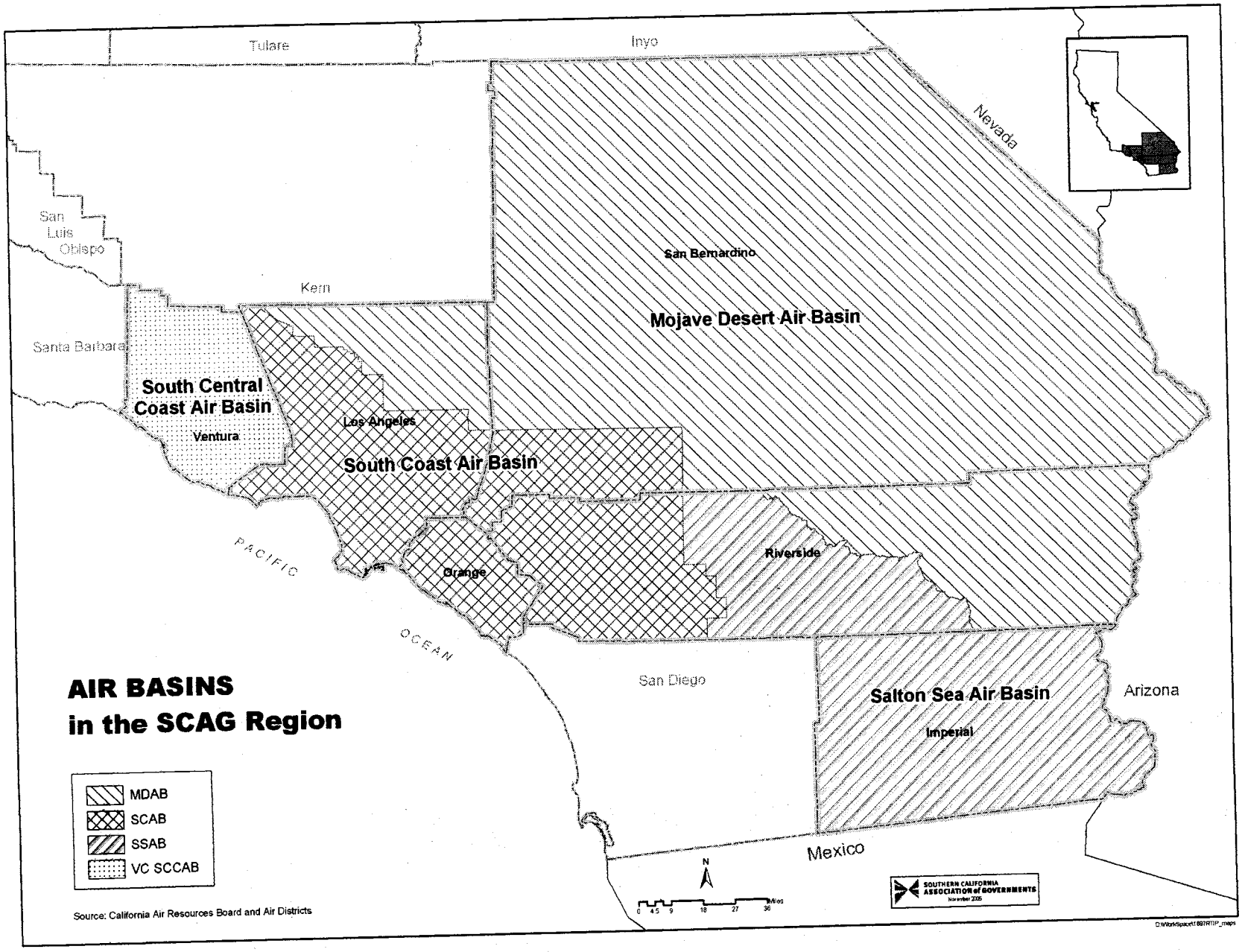
iv. The Salton Sea Air Basin (SSAB):

All of Imperial County and the central portion of Riverside County.

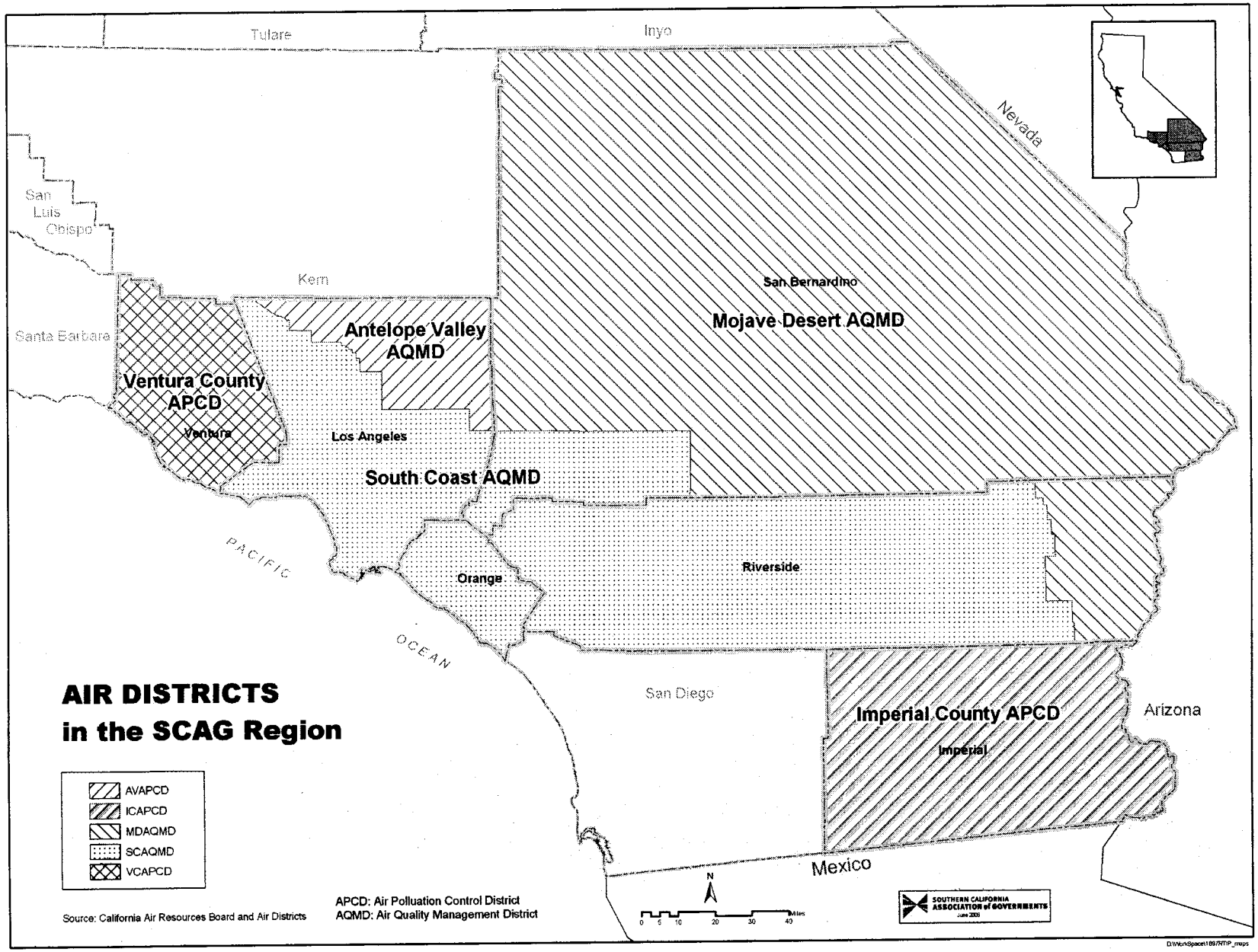
- Imperial County and the Riverside County Portion of SSAB – The Coachella Valley area and Imperial County are non-attainment areas for 8-hour Ozone and PM_{10}.

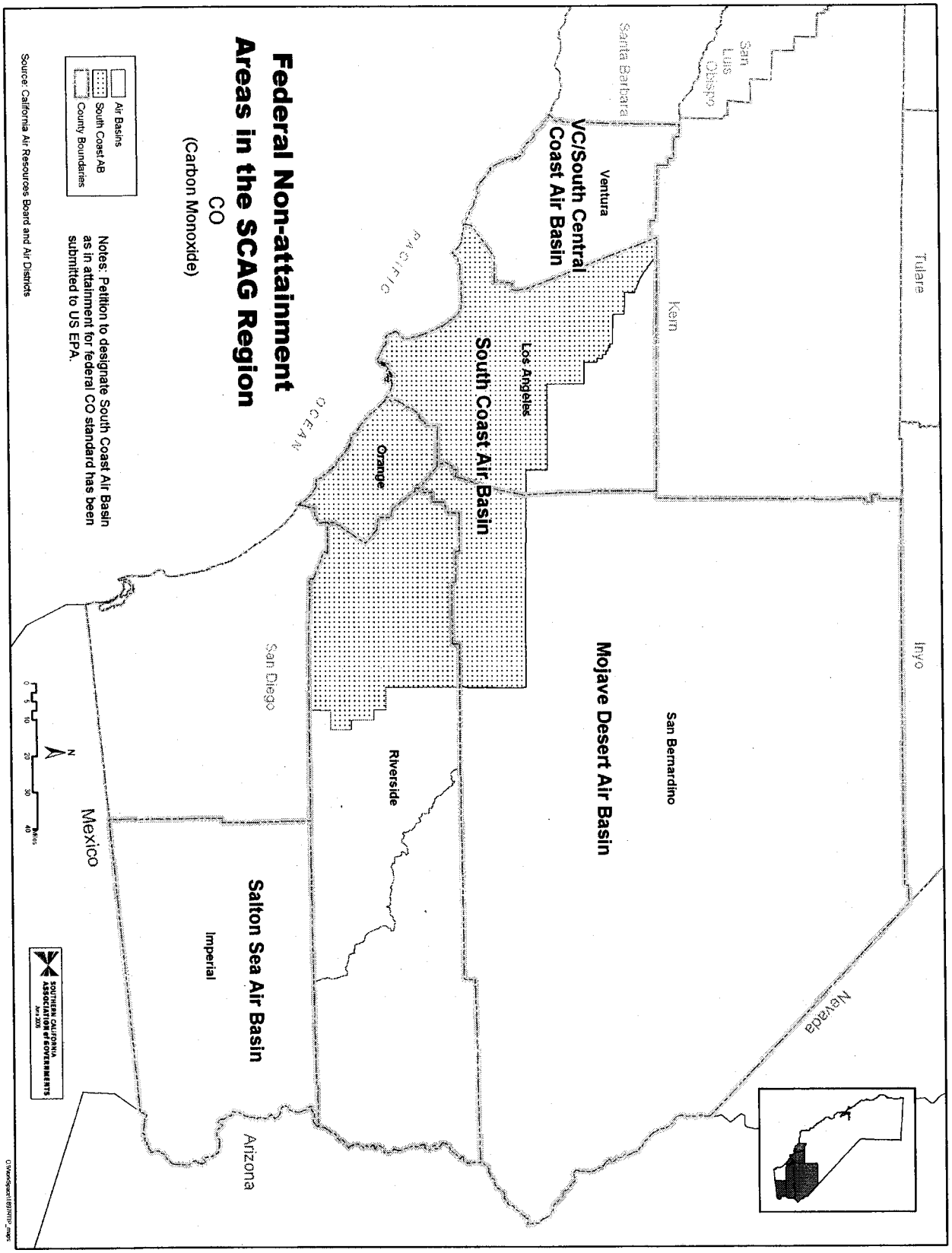
The five air districts and the areas they administer are as follows:

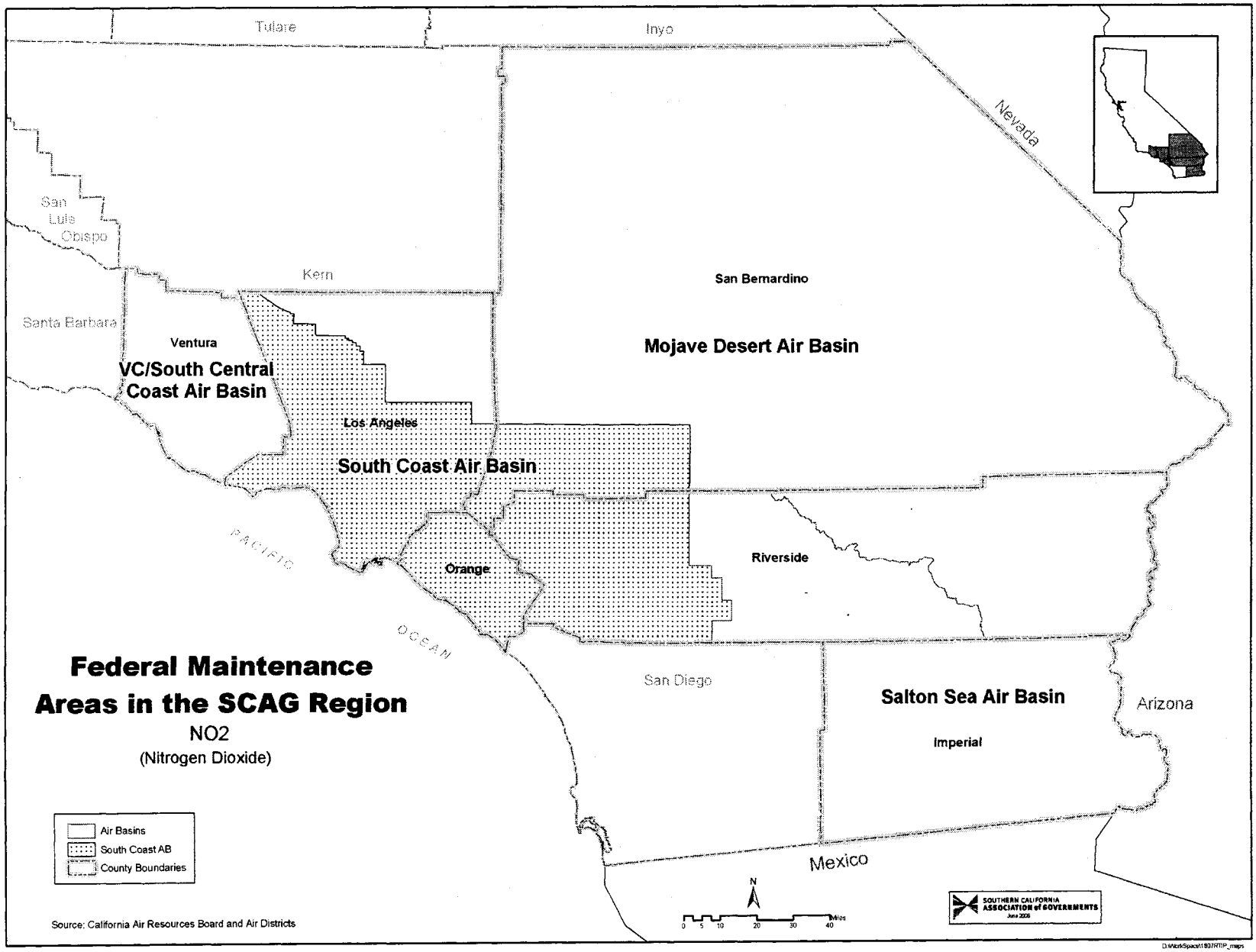
Air District	Jurisdiction
i. South Coast Air Quality Management District (SCAQMD).	The SCAB, the Riverside County portion of the SSAB (Coachella Valley), and the Riverside County portion of the MDAB (excluding Palo Verde Valley).
ii. Ventura County Air Pollution Control District (VCAPCD).	Ventura County portion of the SCCAB.
iii. Mojave Desert Air Quality Management District (MDAQMD).	Portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
iv. Antelope Valley Air Quality Management District (Antelope AQMD).	Los Angeles County portion of the MDAB.
v. Imperial County Air Pollution Control District (ICAPCD).	Imperial County portion of the SSAB.


AIR BASINS
in the SCAG Region
MDAB
SCAB
SSAB
VC SCCAB
Source: California Air Resources Board and Air Districts
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
San Bernardino
Mojave Desert Air Basin
South Central Coast Air Basin
Ventura
Los Angeles
South Coast Air Basin
Orange
Riverside
PACIFIC
OCEAN
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
N
Miles
0 4.5 9 18 27 36
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
November 2005

220


AIR DISTRICTS
in the SCAG Region
AVAPCD
ICAPCD
MDAQMD
SCAQMD
VCAPCD
Source: California Air Resources Board and Air Districts
APCD: Air Pollution Control District
AQMD: Air Quality Management District
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
Antelope Valley AQMD
Mojave Desert AQMD
San Bernardino
Ventura County APCD
Ventura
Los Angeles
South Coast AQMD
PACIFIC
OCEAN
Orange
Riverside
San Diego
Imperial County APCD
Imperial
Arizona
Mexico
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
June 2005


Federal Non-attainment
Areas in the SCAG Region
CO
(Carbon Monoxide)
Air Basins
South Coast AB
County Boundaries
Notes: Petition to designate South Coast Air Basin as in attainment for federal CO standard has been submitted to US EPA.
Source: California Air Resources Board and Air Districts
Tulare
Inyo
Kern
San Luis Obispo
Santa Barbara
Ventura
VC/South Central Coast Air Basin
Los Angeles
South Coast Air Basin
Mojave Desert Air Basin
San Bernardino
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Mexico
Arizona
Nevada
PACIFIC
OCEAN
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS


Tulare
Inyo
Nevada
San Luis Obispo
Kern
San Bernardino
Mojave Desert Air Basin
Santa Barbara
Ventura
VC/South Central Coast Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Federal Maintenance Areas in the SCAG Region
NO2
(Nitrogen Dioxide)
Air Basins
South Coast AB
County Boundaries
Source: California Air Resources Board and Air Districts
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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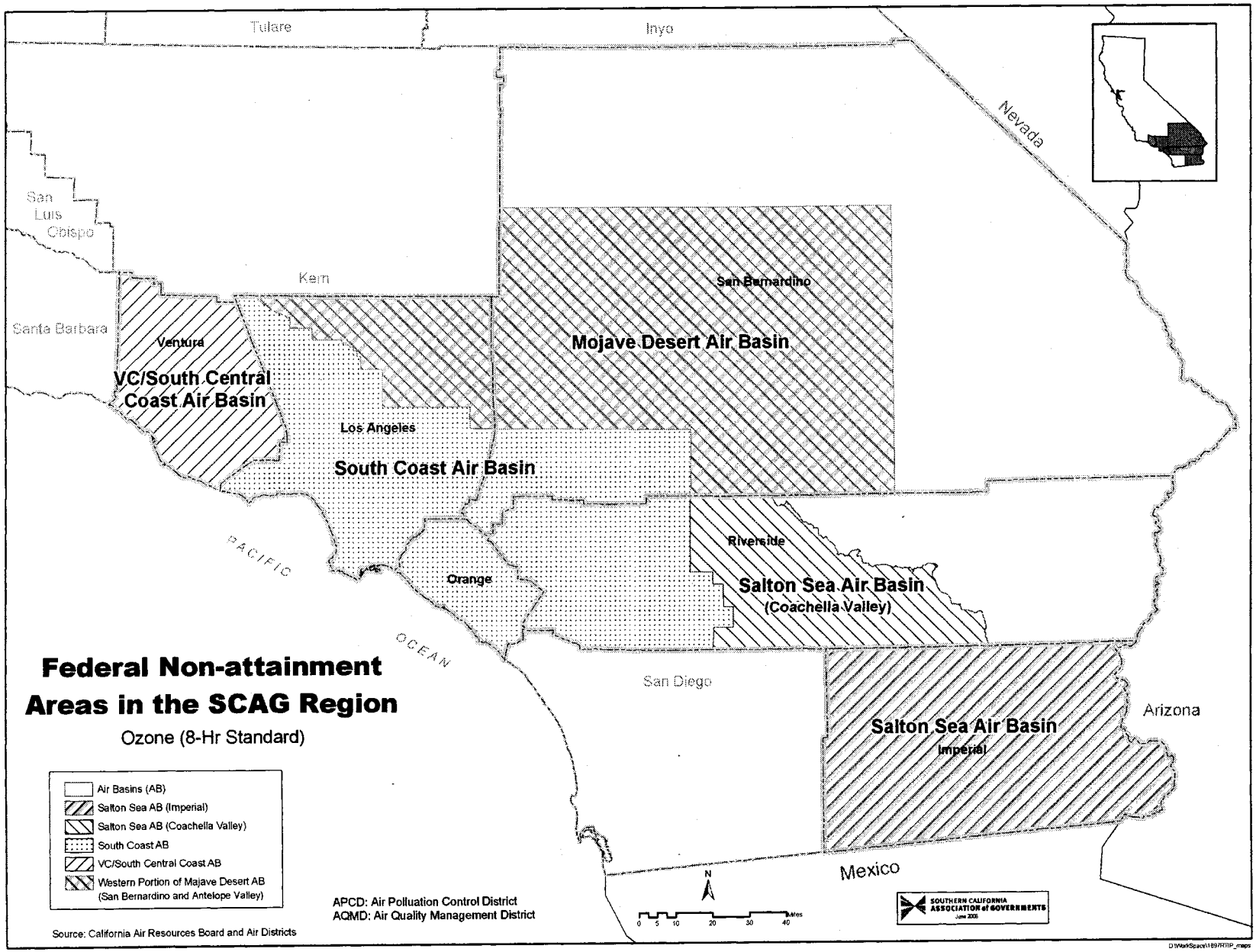
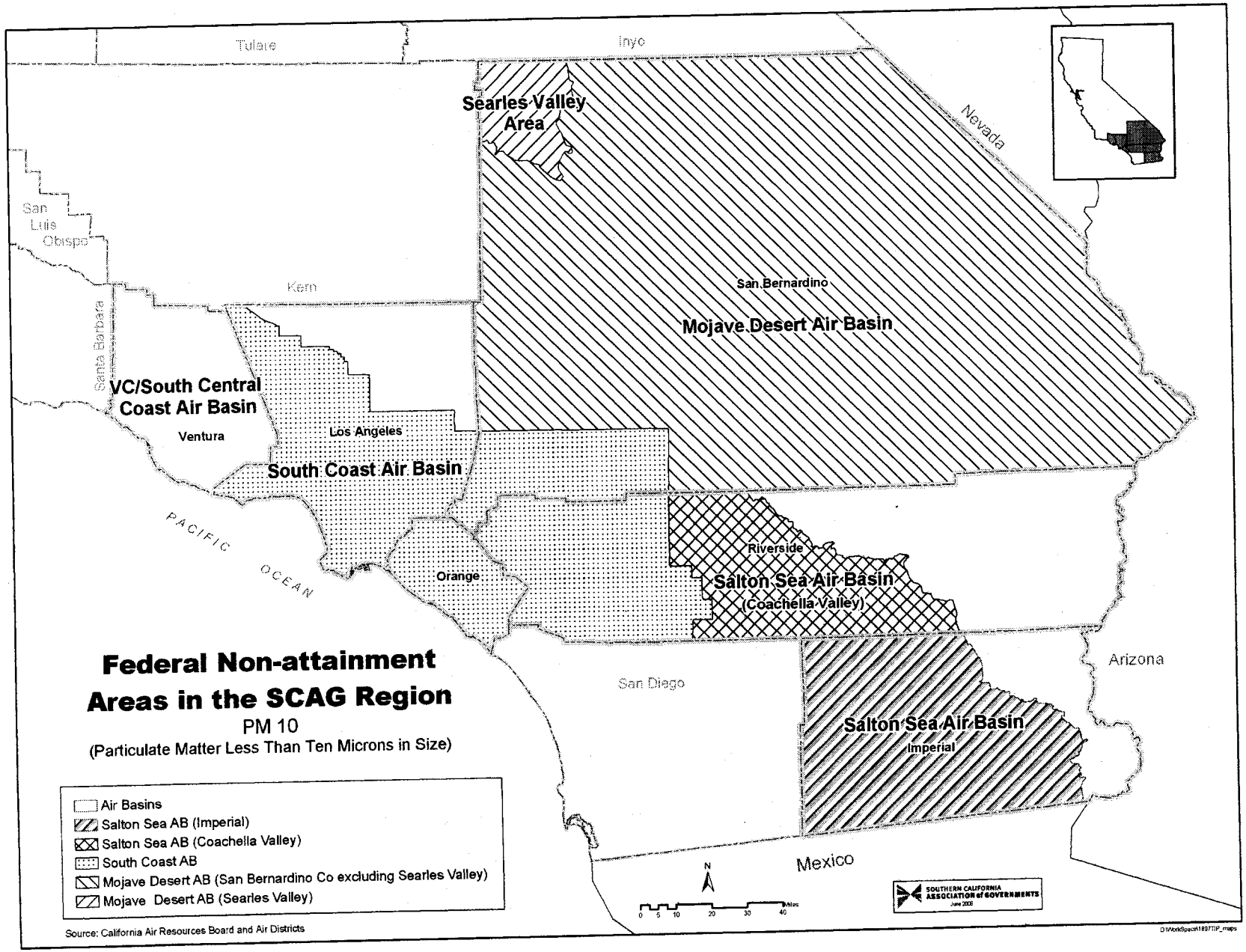
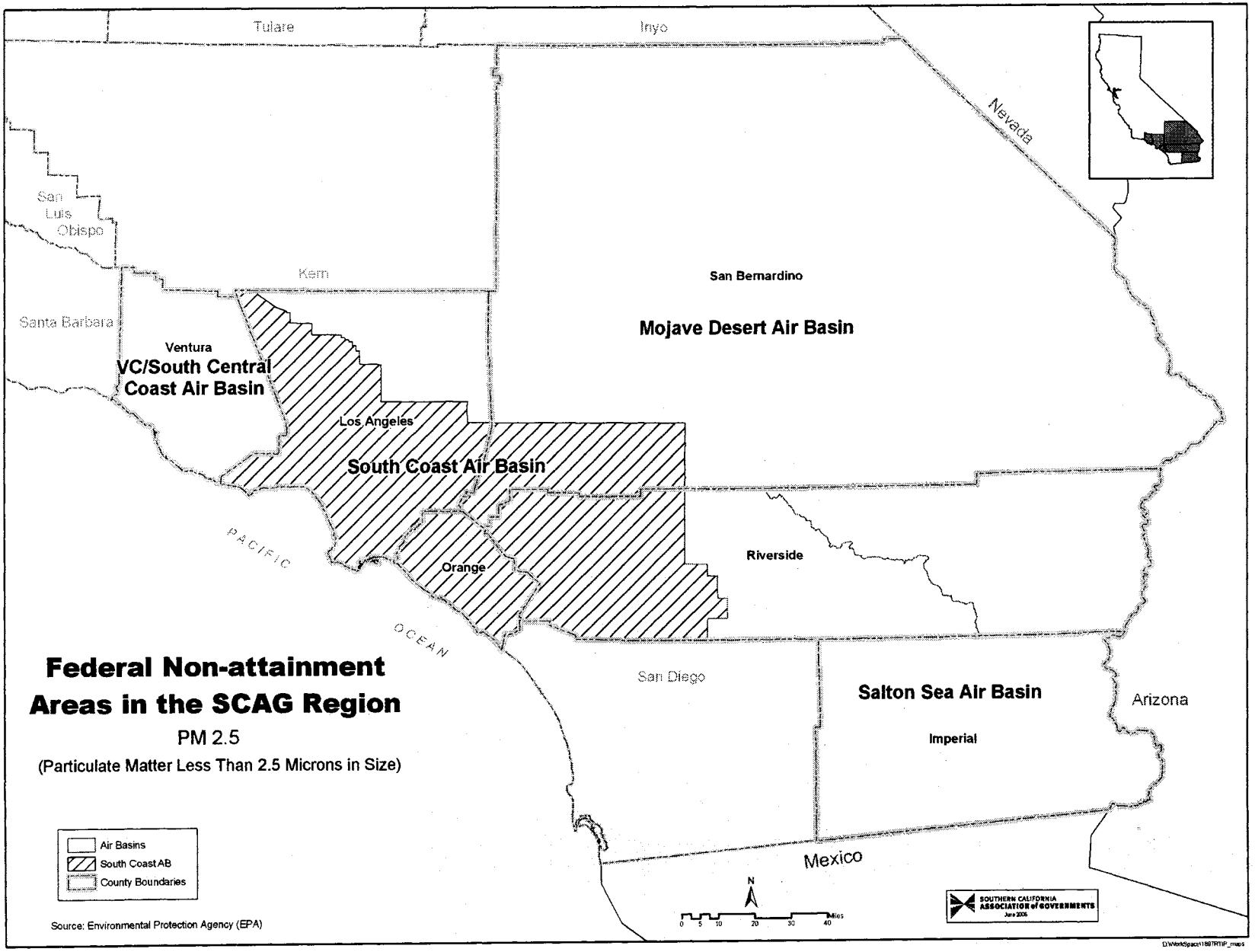

Tulare
Inyo
Nevada
San Luis Obispo
Kern
San Bernardino
Santa Barbara
Ventura
Mojave Desert Air Basin
VC/South Central Coast Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
Salton Sea Air Basin
(Coachella Valley)
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Federal Non-attainment Areas in the SCAG Region
Ozone (8-Hr Standard)
Air Basins (AB)
Salton Sea AB (Imperial)
Salton Sea AB (Coachella Valley)
South Coast AB
VC/South Central Coast AB
Western Portion of Majave Desert AB (San Bernardino and Antelope Valley)
APCD: Air Pollution Control District
AQMD: Air Quality Management District
Source: California Air Resources Board and Air Districts
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

224


Tulare
Inyo
Searles Valley Area
Nevada
San Luis Obispo
Kern
San Bernardino
Mojave Desert Air Basin
Santa Barbara
VC/South Central Coast Air Basin
Ventura
Los Angeles
South Coast Air Basin
PACIFIC OCEAN
Orange
Riverside
Salton Sea Air Basin
(Coachella Valley)
Arizona
San Diego
Salton Sea Air Basin
Imperial
Mexico
Federal Non-attainment Areas in the SCAG Region
PM 10
(Particulate Matter Less Than Ten Microns in Size)
Air Basins
Salton Sea AB (Imperial)
Salton Sea AB (Coachella Valley)
South Coast AB
Mojave Desert AB (San Bernardino Co excluding Searles Valley)
Mojave Desert AB (Searles Valley)
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
Source: California Air Resources Board and Air Districts

225


Tulare
Inyo
Nevada
San Luis Obispo
Kern
San Bernardino
Mojave Desert Air Basin
Santa Barbara
Ventura
VC/South Central Coast Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Federal Non-attainment Areas in the SCAG Region
PM 2.5
(Particulate Matter Less Than 2.5 Microns in Size)
Air Basins
South Coast AB
County Boundaries
Source: Environmental Protection Agency (EPA)
N
Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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