REPORT

DATE: September 1, 2005

TO: Transportation and Communications Committee

FROM: Rosemary Ayala, Lead Regional Planner
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SUBJECT: 2006 Regional Transportation Improvement Program (2006 RTIP) Guidelines

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION: Approve the release of the Regional Transportation Improvement Program Guidelines and the approval process for RTIP amendments, and authorize staff to finalize the guidelines.

SUMMARY:

The 2006 Regional Transportation Improvement Program Guidelines are prepared in concert with the transportation commissions and the Imperial Valley Association of Governments (IVAG). The purpose of the guidelines is to facilitate the work of the commissions and IVAG, Caltrans, and transit operators in the development of the RTIP project listing and in the submittal of the county TIPs to SCAG.

The main intent is to ensure the project listing fulfills the legal, administrative, and technical aspects of the RTIP process, and to minimize duplicate efforts by the various agencies involved in the process.

BACKGROUND:

SCAG is required under both federal and state laws to develop a Regional Transportation Improvement Program. 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 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 at least every two years, 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 legal, administrative, and technical requirements are met.

In addition, these Guidelines assume continuation of all major federal programs currently found in TEA-21 in the 2006 RTIP period. 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 2006 RTIP, including the 2006 RTIP Guidelines, are contained within the Fiscal Year 2005/06 SCAG budget.

Southern California Association of Governments

Draft

2006 Regional Transportation Improvement Program

SCAG GUIDELINES

September, 2005

Mission Statement

Leadership Vision Progress

Leadership, *vision* and *progress* which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st Century (TEA-21). Additional financial assistance was provided by the California State Department of Transportation.

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2006 RTIP GUIDELINES

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DRAFT

2006 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Guidelines

The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and Federal Transit Administration – under provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

Policy & Requirements

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) 2006 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.

There are two major items that will impact the 2006 RTIP Guidelines: new SAFETEA-LU programs and regulations and the 2006 State Transportation Improvement Program (STIP). Sections of the Guidelines affected by these items will be examined and modified as necessary to accommodate changes in laws, regulations and programs.

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)(1); 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 law requires that the RTIP be:

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

- Developed in cooperation with the state, affected public agencies, representatives of transportation agencies, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed program, including consultation with the CTCs and the Department of Transportation as set forth in the Public Utilities Code Section 130059 (otherwise known as the AB 1246 Process).

- Compatible with the State Transportation Improvement Program (STIP) development and approval process (see page 3 for discussion of the STIP process).

- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas. The adoption and conformity determination of the FY 2006/07-2011/12 RTIP (2006 RTIP) is scheduled for August 2006. (See

the RTIP Development Process schedule on page 14 for due dates). In the South Coast Air Basin and in Ventura County, priority of transportation programming and funding must be given to committed Transportation Control Measures (TCMs). TCMs are transportation projects and programs that are identified in the applicable State Implementation Plans (SIP) to help reduce air pollution from mobile sources. The 2006 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 fiscal constraint regulations (23 CFR Part 450 and 49 CFR Part 613) that require that revenues are identified and "are reasonably expected to be available" to implement the RTIP, while providing for the operation and maintenance of the existing highway and transit systems. 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(e) and 23 CFR 450.216(a)(5)). Therefore, nonattainment and maintenance areas may not rely upon proposed new taxes or other new revenue sources for the first two years of the TIP 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).

- Consistent with the long-range Regional Transportation Plan (RTP) as the RTIP implements the projects in the RTP.

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 2006 RTIP is provided on page 14. A flow chart of the RTIP Development Process is provided on page 13.

C. RTIP Period

23 U.S.C. §134 (h)(2)(A) requires that the RTIP include "a priority list of proposed federally supported projects and strategies to be carried out within each 3-year period after the initial adoption of the transportation improvement program (i.e., 2006/07, 2007/08, 2008/09). The RTIP, therefore, must cover a period of not less than three years but may cover a longer period. The SCAG 2006 RTIP covers a six-year period, from October 1, 2006 (FFY06/07) to September 30, 2012 (FFY11/12). The RTIP program years coincide with the federal fiscal year (FFY) budget cycle which begins October 1st and ends September 30th of each year.

The successor to TEA-21, known as SAFETEA-LU, was passed during the summer 2005. SAFETEA-LU provides federal transportation funding through FFY 2009, and falls entirely within the timeframe of the 2006 RTIP which ends in FFY2011.

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 2006 STIP Program will cover the five-year period from July

1, 2006 (FY06/07) to June 30, 2011 (FY10/11), and falls entirely within the SCAG 2006 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.

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 TEA-21, 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.

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 the Department of Transportation.

> 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 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 California Transportation Commission is required to adopt the five-year estimate by August 15 of each odd-numbered year.

Because of the continued State budget crisis, the California Transportation Commission has postponed the adoption of the 2006 STIP Fund Estimate by two months to September 2005 at the earliest.

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 Comission] 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]."

Because the 2006 STIP cycle has been delayed two months by the California Transportation Commission, the deadline for submitting final or proposed County 2006 STIPs to SCAG is tentatively scheduled for the end of January 2006 or early February 2006. The deadline for submitting County STIPs to SCAG will be finalized when the California Transportation Commission adopts the 2006 STIP Fund Estimate.

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 the appropriate year

- 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 FHWA/FTA (unless 100% state funded) and the state process identified in SB 45. 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 (NEPA/CEQA).

In order for both SCAG and commissions to meet the 2006 STIP submittal deadlines, a schedule for processing and incorporating new projects into the 2006 SCAG RTIP is found on page 14.

G. The Regional Transportation Plan (RTP)

SCAG prepares the long range 30-year Regional Transportation Plan (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 will serve as the basis for the development of the 2006 RTIP.

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 84 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 2006 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

The 2004 RTP includes actions and targets for implementation of Transportation Demand Management (TDM) and Non-Motorized Investments. Implementation of the goals listed below should be programmed in the 2006 RTIP.

- 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	$530,300,000	$114,300,000	$186,600,000	$831,200,000
	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)

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)

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) SAFETEA-LU and the 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 2006 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 SAFETTEA-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 Regional Transportation Plan (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 three years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

Step 1 The CTC's/IVAG have established that projects programmed in the first three 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

23CFR450.332
"If the State or transit operator wishes to proceed with a project in the second or third year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this

section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third 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 three 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 changes that do not affect the timely implementation of the Transportation Control Measures
- changes that do not adversely impact financial constraint
- changes that are 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 the Transportation Equity Act for the 21st Century, which requires multimodal flexibility.

   All Local STP programming decisions must be based on a discretionary process; formula apportionments are no longer acceptable. (Note: According to 23 CFR 450.324 (k)(1), "Procedures or agreements that distribute suballocated Surface Transportation Program or Section 9 funds to individual jurisdictions or modes within the metropolitan 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 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.

Place RTIP Process Flow Chart Here

Schedules & Submittals

II. SCHEDULES AND SUBMITTALS

A. Schedules

WORKING DRAFT

Adoption Schedule for the
FY2006 Regional Transportation Improvement Program
(Consistency with the 2004 Regional Transportation Plan)

August 2005	Draft of 2006 RTIP Guidelines
September/October 2005	Final 2006 RTIP Guidelines
December 16, 2005	DEADLINE – PROJECT SUBMITTAL TO SCAG All projects input into Regional Database. Projects must be consistent with the 2004 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
February 1, 2006	IVAG/County Transportation Commissions transmit copy of 2006 STIP/ RIP to SCAG
January 3 – April 28, 2006	SCAG staff, working with Caltrans and County Commissions, will analyze project submittals. • Analyze projects for consistency with 2004 RTP • Identification of Modeled Projects • Analyze projects for conformity • Financial Constraint • Programmatic Analysis
March 1 – April 28, 2006	Modeling and analytical work including timely implementation activities.

May 5, 2006	Modeling Report due to RTIP Section
May 1 – May 31, 2006	Final draft write up & Management Review Period
May/June, 2006	Presentation of 2006 RTIP to RTAC to fulfill AB1246 requirement
June 2, 2006	2006 RTIP sent out for reproduction
June 16, 2004	30-Day Public Review period starts
Mid June – Mid July, 2006	Public Hearings
July 6, 2006	Transportation and Communications Committee Energy and Environment Committee
August 3, 2006	Transportation and Communications Committee Regional Council scheduled to adopt RTIP
August 9, 2006	Report transmitted to Caltrans, FHWA, FTA, EPA Upload to Caltrans CTIPS database
October 2006	Conformity Determination approved by Federal Agencies

2006 State Transportation Improvement Program (STIP)

August 18, 2005	Fund Estimate due to the California Transportation Commission (CTC) (postponed from July 14, 2005)
September, 2005	CTC Adopts the Fund Estimate (postponed from August 18, 2005)
January or February, 2006	Regional Improvement Program (RIP) due to the CTC
June, 2006	CTC adopts the STIP and submits to the legislature

The CTC approved a two-month delay to the 2006 STIP adoption schedule at their July 14th meeting.

RTIP Amendment Schedule
FY2006 Regional Transportation Improvement Program

Note: Because the time required to analyze amendments varies based on the total number of projects in an amendment, "County Submittal to SCAG" dates listed below may be adjusted to an earlier or later date based on the size of amendment submittals.

Amendment #06-01	
September 22, 2006	County Submittal to SCAG
October 13, 2006	Public Review and Web Posting
November 24, 2006	SCAG submits amendment #06-01 to Funding Agencies

Amendment #06-02	
December 28, 2006	County Submittal to SCAG
January 15, 2007	Public Review and Web Posting
February 23, 2007	SCAG submits amendment #06-02 to Funding Agencies

Amendment #06-03	
March 26, 2007	County Submittal to SCAG
April 16, 2007	Public Review and Web Posting
May 25, 2007	SCAG submits amendment #06-03 to Funding Agencies

Amendment #06-04	
June 25, 2007	County Submittal to SCAG
July 13, 2007	Public Review and Web Posting
August 24, 2007	SCAG submits amendment #06-04 to Funding Agencies

Amendment #06-05	
September 24, 2007	County Submittal to SCAG
October 15, 2007	Public Review and Web Posting
November 23, 2007	SCAG submits amendment #06-05 to Funding Agencies

FY 2006/07-20011/12

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 16, 2005.

☐ PROJECT SUBMITTAL/COMPONENTS OF RTIP DOCUMENT
APPENDIX – CONGESTION MITIGATION AND AIR QUALITY PROJECTS
DUE BY JANUARY 30, 2006.

- 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 16, 2005.

- Public Hearings throughout the SCAG region to be scheduled in June and July 2006.

- 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 TCMs
DUE DECEMBER 16, 2005.
(SCAG will provide a listing of TCMs programmed in the 2004 RTIP to the counties by December 1, 2005)

- Provide an update on the timely implementation of TCMs.

☐ FINANCIAL PLAN AND RESOLUTIONS
DRAFT - DUE BY DECEMBER 16, 2005
FINAL - DUE BY April 21, 2006.

☐ LUMP SUM PROJECT LISTING, AS CALLED FOR ON PAGE 46
DUE BY DECEMBER 16, 2005.

☐ MAPS OF NEW MODELED PROJECTS
DUE BY DECEMBER 16, 2005

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 32 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 should 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 32 for a description of committed TCMs). The status of implementation for each committed TCM project should 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 2004 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 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 proposed 2003 AQMP/SIP defines committed TCM projects as those projects identified in the first two years (the fiscally constrained portion) of the 2006 RTIP, which in turn, is required to be consistent with the 2004 RTP. The AQMP/SIP also specifies that every time the RTIP is updated (as is the case with the 2006 RTIP), the projects contained in the standing AQMP/SIP will be rolled forward to be replaced by the projects specified in the first two years of the updating RTIP (in this case the 2006 RTIP). It should be noted that this roll-over process is distinct from the substitution process for TCM projects that are delayed or cancelled. The TCM substitution process is described in the AQMP/SIP.

As a part of the conformity determination for the 2006 RTIP, SCAG will work with the CTCs and Caltrans to ensure timely implementation of committed TCM projects.

The 2006 RTIP also must demonstrate that the TCM projects are being funded in the future years (FYs 2008/09-2011/12).

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

The 1994/5 Ozone SIP and its TCM strategies function for reporting on the timely implementation of TCMs in the Ventura County portion of the SCCAB, which is expected to be replaced by the proposed 2003 ozone SIP.

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, SCAG as the MPO will include a Financial Plan with its adoption of the RTIP which demonstrates the region has the capacity to fund its program (23 U.S.C. 134(h)(2)(B). As the basis for finding the SCAG region has the capacity to fund the RTIP, a financial plan is required when submitting 2006 RTIP County TIPs and amendments. A description of the requirements for developing the Financial Plan is provided starting on page 51 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 2006 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 FY2006/07 – 2011/12 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 TEA-21 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 planing, 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 FY 2006/07-2011/12 (County) Transportation Improvement Program with funding for fiscal years 2006/07 and 2007/08 available and committed, and reasonably committed for fiscal years 2008/09 through 2011/12.

NOW, THEREFORE, BE IT RESOLVED by the (County) Transportation Commission that it affirms its continuing commitment to the projects in the FY 2006/07-2011/12 (County) Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2006/07-2011/12 (County Transportation Improvement Program 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 FY20006/07-2011/12 (County) TIP are in the proposed 2006 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission by the end of June 2006; 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 2008STIP cycle. This project is in the County's number one priority for 2008 STIP funds. The (County) 2008 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 FY 200607-2011/12 (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 TEA-21 Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this _____day of _____, (2005)

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 2006 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 type of projects that can be grouped and submitted as lump sum projects can be found starting on page 42 of these Guidelines.

5. RTIP Administrative and Formal Amendments

SCAG will continue to process amendments that do no jeopardize the region's conformity on a quarterly basis. The amendment schedule is found on page 16 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. The same financial table required for the 2006 RTIP Financial plan (found on page 52 of these Guidelines) will be required with each County TIP amendment submittal as required by Caltrans to demonstrate that the first three years remain constrained.

Administrative Amendments to the RTIP are the easiest type of amendments to process. Proposed changes to the RTIP which meet the requirements in 23 CFR 450 listed below can be classified as Administrative Amendments:

- Changes in project description that do not change scope or conflict with the environmental document.
- Minor changes to project cost, schedule and limits as shown below:

Project Cost:

- Maximum change in cost = 20% of the total project cost but not more than $2 million.
- Shifting funds between project phases within triennial element.

Project Schedule:

- Changes in schedule within the current FTIP triennial cycle are allowed. Moving a project from "beyond years or outside the current triennial element" to "Current FTIP cycle" or vice versa requires a formal amendment.

Project Limits:

- ½ mile for project length less than 5 miles
- 10% of the length for project length greater than 5 miles, not to exceed a total of 2 miles beyond project limits.
- Consistent with limits in the project environmental document.
- Changes in funding sources including federal funds.

- Fiscal year changes to projects within the triennial element.
- Moving funds within the current triennial element is allowed. Moving funds from outside the triennial element ("beyond years") requires a formal amendment.
- No addition or deletion of projects.
- No changes to lump sum or line item amounts or descriptions
- Does not affect air quality.
- Does not affect the timely implementation of TCMs.
- Does not impact financial constraint.
- Caltrans will acknowledge receipt of administrative amendments and transmit copies to FHWA and FTA.
- Notification to Caltrans, FHWA and FTA is required before federal authorization for funding can be approved. Approval from Caltrans, FHWA, and FTA is not required.

The above listed criteria for administrative amendments are identical to the criteria posted on the Caltrans transportation web page dated 5/30/2000. Any amendment that is not consistent with the administrative amendment criteria shall be considered a formal amendment request. Formal Amendment requests that affect the RTP/RTIP model will not be allowed to proceed beyond the environmental phase (also known as the PAED phase).

The Expedited Selection Procedures in the SCAG region for advancing projects from years two and three can be found on page 10 of these Guidelines.

Transportation Conformity & Modeling

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 health-hazardous pollutants. The federal requirements for air quality management are incorporated into the SIPs for those pollutants stipulated in the CAA. The SIPs set forth the goals and objectives for achieving CAA air quality standards. 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 support attainment of federal air quality standards.

Southern California is federally 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 91). The Transportation Conformity Rule stipulates that transportation plans, programs (including the 2006 RTIP), and projects cannot receive federal funds unless they demonstrate conformity with the applicable State Implementation Plans (SIPs), which demonstrate progress and commitments to achieve attainment of the National Ambient Air Quality Standards (NAAQS).

For guidance on projects that are exempt from conformity requirements or are not regionally significant, see the Modeling section beginning on page 23 (below).

The 2006 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. 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, the above definition is outlined below and **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. To better identify projects of Regional Significance and Goods Movement projects, please utilize the Regional Significance ("X") and Goods Movement ("Y") program codes listed starting on page 25 (also included in the back of these Guidelines as part of the complete list of Program Codes starting on page 65). These program codes should not be confused with the Regionally Significant codes developed for the 2002 RTIP Guidelines which have been reclassified to identify projects with identical work scopes that are not of regional significance. For example, a capacity enhancing grade crossing project should be coded as "CAN61" instead of "CAY61" if the project is not a "goods movement" project. 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 "X" and "Y" 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 regionally significant project is found on the far right column of the Regionally Significant Program Code table below. Counties enter this project information into the RTIP database as part of the project description. (Information on modeling/analysis requirements for non-regionally significant projects and the Program Codes are outlined below).

REGIONALLY SIGNIFICANT & GOODS MOVEMENT PROGRAM CODES

(Use "X" codes for Regionally Significant projects and "Y" codes for Goods Movement Projects)

Program Code Descriptions	Codes	Modeling Information
New Connections/Cross Traffic Improvements *(Interchanges, ramps or other connections that provide new or improved access to the State Highway System. These projects serve new development and increase local demand)*		Project descriptions for new facilities must include: ▪ number of existing and proposed lanes in each direction ▪ number of ramps ▪ number of lanes in each ramp. ▪ project length (beginning and end points) ▪ type of connection For new or widened under and overcross projects, also include: ▪ street limits (beginning and end points) For projects with HOV facilities, also include: ▪ number of HOV lanes in each direction ▪ occupancy threshold For projects with non-motorized or TCM aspects, also describe: ▪ type of non-motorized or TCM portion of the overall project Use the comment field if necessary
▪ New Connections/Cross Traffic Improvements *(Non-Regionally Significant code)*	CAX66 CAY66 *CAN66*	
▪ New Connections w/non-motorized or TCM scope *(Non-Regionally Significant code)*	CAXT5 CAYT5 *CANT5*	
▪ New Bridge *(Non-Regionally Significant code)*	CAX65 CAY65 *CAN65*	
▪ New Bridge with non-motorized or TCM scope *(Non-Regionally Significant code)*	CAXT4 CAYT4 *CANT4*	
▪ New Interchange *(Non-Regionally Significant code)*	CAX70 CAY70 *CAN70*	
▪ New Interchange with non-motorized or TCM scope *(Non-Regionally Significant code)*	CAXT7 CAYT7 *CANT7*	
▪ New Interchange with Ramp Meters and/or HOV Bypass *(Non-Regionally Significant code)*	CAX71 CAY71 *CAN71*	
▪ New Overcross or Undercross *(Non-Regionally Significant code)*	CAX72 CAY72 *CAN72*	
▪ New Overcross/Undercross w/ non-motorized/TCM scope *(Non-Regionally Significant code)*	CAXT8 CAYT8 *CANT8*	
▪ Overcross/Undercross Improv. (Lane Addition) *(Non-Regionally Significant code)*	CAX75 CAY75 *CAR75*	
▪ Overcross/Undercross Improv. (Lane add) w/ non-motorized/TCM scope *(Non-Regionally Significant code)*	CAXT0 CAYT0 *CART0*	

New Highway *(Highways that serve new areas and assist in the appropriate regional development of the State or projects on new alignment that supplement or replace existing facilities to a higher type (i.e., freeway or expressway)*		Project descriptions for New Highways must include: ▪ number of mixed flow lanes in each direction ▪ number of HOV lanes in each direction (and occupancy threshold) ▪ interchange locations For toll facilities, also include: ▪ toll rates ▪ booth locations ▪ average delay at the booths
▪ New Highway with HOV Lanes *(Non-Regionally Significant code)*	CAX68 CAY68 *CAN68*	
▪ New Highway with no HOV Lanes *(Non-Regionally Significant code)*	CAX67 CAY67 *CAN67*	
▪ New Highway with non-motorized or TCM scope *(Non-Regionally Significant code)*	CAXT6 CAYT6 *CANT6*	
▪ New Toll Bridge Facilities *(Non-Regionally Significant code)*	CAX73 CAY73 *CAN73*	
▪ New Toll Bridge Facilities w/ non-motorized/TCM scope *(Non-Regionally Significant code)*	CAXT9 CAYT9 *CANT9*	
Lane Additions and Capacity Enhancements *(Improvements that include adding through lanes to existing facilities, thereby accommodating increasing volumes of through traffic. New through lanes added to accommodate growth are part of this subtask but auxiliary lanes of certain added lanes that are often provided interdependently with ramp controls to improve the quality of flow on existing roadways are operational improvements.)*		Project descriptions for improvements with Lane Additions must include: ▪ number of existing lanes in each direction ▪ number of proposed lanes in each direction ▪ project length (beginning and end points). ▪ change in the type of facility (e.g., mixed flow changes to a HOV or a secondary to a primary) For on street parking, indocate whether lanes are being added or deleted, and provide the number of lanes being added or deleted (from x to y). Also indicate if street parking is available 24-hours per day or provide the specific times when parking is allowed. For arterial operational improvements, indicate if any lanes are being added or if there are any continuous left turn lanes (to be treated as adding a new lane). If raised medians are being added, provide the location (from x to y). Provide information when a road is being converted to a one-way street. Provide location (from x to y) and in what direction.
▪ New HOV Lanes *(These projects provide for construction of exclusive busways, transitways & HOV facilities. Generally, involves widening or re-striping for HOV lanes)* *(Non-Regionally Significant code)*	CAX69 CAY69 *CAN69*	
▪ Hwy/Road Improv/Lane Addition with HOV Lanes *(Non-Regionally Significant code)*	CAX62 CAY62 *CAR62*	
▪ Hwy/Road Improv/Lane Addition with no HOV Lanes *(Non-Regionally Significant code)*	CAX63 CAY63 *CAR63*	
▪ Hwy/Road Improv/Lane Addition with non-motorized or TCM scope *(Non-Regionally Significant code)*	CAXT3 CAYT3 *CART3*	

▪ Overcross/Undercross Improvements (Lane Addition) *(Non-Regionally Significant code)*	CAX75 CAY75 *CAR75*	
▪ Overcross/Undercross Improv. (Lane Add) w non-Motorized/ TCM scope *(Non-Regionally Significant code)*	CAXT8 CAYT8 *CANT8*	
▪ Grade Separation – Capacity Enhancing *(Non-Regionally Significant code)*	CAX61 CAY61 *CAN61*	
▪ Adding a lane through a Bottleneck *(Non-Regionally Significant code)*	CAX76 CAY76 *CAN76*	Project descriptions require the number of existing and proposed lanes in each direction, and limits of the added lane.
▪ Restriping for Mixed Flow Lanes *(Non-Regionally Significant code)*	CAX59 CAY59 *CAR59*	Project descriptions require the number of existing and proposed lanes in each direction, and limits of the added lane.
Mass Transit – Regionally Significant projects (Including new inter-modal transportation centers/Multi-modal passenger stations, new or expanded computer, intercity and urban rail and right-of-way acquisition, and construction of exclusive busways) See page 65 for a complete listing of Program Codes for these mass transit and rail projects.		Mass transit rail new and expansion projects require, as appropriate, provide: • Number of headways • Station locations • Route • Station-to-station (time or max speed, accel-decel time, dwell time) • Fares For new bus routes or expansions provide: • Number of buses • Frequency/headways • Number of bus stops • Fares For all bus and rolling stock purchase, be sure to select the correct program code with respect to fuel-type and expansion vs. replacement vs. rehabilitation.

In addition to the above regionally significant projects, counties should identify other regionally significant projects not covered in the above list such as projects associated with goods movement routes, intermodal transfer facilities and major fixed transit routes.

Although not considered to be Regionally Significant, SCAG will also model 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 considered as regionally significant.

2. Information Required for Non-Regionally Significant Projects

The table below lists the type of information required for specific type of projects for inclusion in the regional model.

Program Code Descriptions	Codes	Modeling Information
Upgraded Facilities – No Lane Additions *(These projects involve upgrading standards of width, alignment, grade or other geometric considerations. Improvements do not include adding new lanes)*		▪ Project descriptions should be detailed, and include "No Lane Additions" in the description. ▪ Also indicate whether upgrading from a lower to a higher facility and/or changes in facility type (e.g., a secondary road becomes a primary road, etc.).
▪ Upgraded Facilities – no new travel lanes	NCR91	
▪ Upgraded Facilities – no new lanes w/ non-motorized/TCM scope	NCRT2	
▪ Overcross/Undercross Improv – no lane add	NCR87	
▪ Overcross/Undercross Improv – no lane add w/ non-motorized/TCM scope	NCRT0	
▪ Bridge Restoration/Replacement – no lane additions	NCR36	
▪ Bridge Restoration/Replacement – no lane additions w/ non-motorized/TCM scope	NCRT1	
▪ Interchange – Modify/Replace – no new lanes	NCRH3	
Interchange – Modify/Replace – no new lanes w/ non-motorized/TCM scope	NCRT3	
Operational Improvements		Project-types listed below require a detailed project description including the specific type of work and location.
▪ <u>Non-Capacity Enhancements</u>, including Intelligent Transportation Systems (ITS)/ Traffic System Management (TSM)-type projects *(Projects that improve the quality of traffic flow along existing roads by reducing congestion. Traffic volumes at the time of project construction must be such that congestion exists or will exist within a few years)*		
- Ramp Metering Systems and Bypass Lanes (**note: only for projects with significant modifications in configuration and or alignment**)	ITS09	Provide: ▪ average wait time ▪ number of lanes ▪ AM & PM peak traffic volumes ▪ midday and night period
- <u>Modify Ramps and Interchanges</u> • Modify/Replace Interchange • Modify/replace Interchange with Non-motorized/TCM Scope • Modify Ramps	NCRH3 NCRT3 NCR88	**Not needed for modeling purposes, but for general information provide:** ▪ specific project description ▪ number of lanes ▪ HOV connections ▪

▪ Ridesharing Facilities		For Construction of Park & Ride lot project descriptions provide: ▪ cross streets ▪ number of parking spaces ▪ describe additional amenities ▪ indicate any bus and/or rail connections
- Park & Ride Lot – New	TDN64	
- Park & Ride Lot – modify/Upgrade	TDR64	
▪ **Mass Transit – Non-Regionally Significant projects** *(Exempt type projects only including minor expansions in fleet 9buses and rolling stock), replacement and rehabilitation, non-capacity capital improvements, rehabilitation of inter-modal transportation centers/Multi-modal passenger stations, easements, design, and rehabilitation of exclusive busways).* See page 65 for a complete listing of Program Codes for mass transit and rail projects		For minor mass transit rail expansion projects require, as appropriate, provide: ▪ number of headways ▪ station locations ▪ route ▪ station-to-station (time or max speed, accel-decel time, dwell time) ▪ fares For minor bus route expansions provide: ▪ number of buses frequency/headways ▪ number of bus stops ▪ fares For non-capacity expansions, such as replacement or rehabilitation of vehicles, provide: ▪ detailed description ▪ number of buses For all bus and rolling stock purchase, be sure to select the correct program code with respect to fuel-type and expansion vs. replacement vs. rehabilitation.

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 meets 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.

Non-federal / Regionally Significant Projects – 100% Locally Funded

As noted above, 100% locally-funded projects that are regionally significant and/or require modeling **must be** included in the RTIP per federal rules. In the event of a conformity lapse, regionally significant non-federal projects must be "approved" by the non-federal entity (project lead agency) prior to funds lapsing in order to proceed with the project during the lapse. The project lead agency "approves" a project by taking one of the following actions listed below:

- **Policy board action or resolution**
- **Administrative permit**
- **Execution of a contract**
- **Providing grants, loans or similar financial support (documented)**

3. Projects Exempt from Conformity Analysis

Notwithstanding the other requirements under EPA 40 CFR Parts 51 and 93, highway and transit projects of the types listed in the Table below titled "Projects Federally Exempt From Conformity 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. 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). States and MPO's must ensure exempt projects do not interfere with TCM Implementation.

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** (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

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	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_{10} non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Projects Exempt from Regional Emissions Analysis

The projects listed in the table below titled "Exempt Projects Requiring Hot-Spot Analysis Consideration" are also exempt from regional emissions analysis requirements. However, the local effects of these projects with respect to CO and PM_{10} concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. 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.

Exempt Projects Requiring Hot-Spot 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

Transportation Control Measures (TCMs)

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 prevailing 1994 SIP and continued in the proposed 2003 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 rolling 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 implementation funds have been programmed by the CTCs in the first two years of the RTIP. Committed TCM projects have money programmed for right-of-way acquisition or for post-design implementation in the first two years of the prevailing RTIP or RTIP amendment. If a TCM-type project or program is programmed for implementation in 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 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 2005 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 2006 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 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. If the obstacle is serious enough to warrant a TCM substitution, then the interagency consultation process will be used to ensure that the TCM substitution provides adequate emissions reductions within the required timeframe.

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).

Programming

V. PROGRAMMING

A. Funding-Related Programming Requirements

1. General

Federal law requires that all projects to be 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 page 37 for the discussion on federal approval of environmental documents). The RTIP must be consistent with fiscal constraint regulations that require funding to be available and committed in the first two years of the RTIP and to be reasonably expected during the remaining years. 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 23 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. As agreed upon by the California Federal Programming Group (CFPG), activities for 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 April 28, 1999. The CMAQ Guidance is available on the web at

http://www.fhwa.dot.gov/environment/cmaqpgs/tracksys/index.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.

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 tangible 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/tracksys/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. Guidance on FTA ITS Architecture policy including the Systems Engineering requirements for FAT-funded ITS projects can be found at: http://www.fta.dot.gov/documents/ITS_Architecture_Guidance_Update.doc.

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), Environmental Impact Report (FEIR/FEIS)). A complete list of document types is available on page 79 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 starting on page 30 of these Guidelines and 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 450.216(b) and 450.324(i)). 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:

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

- Railroad Crossing Projects (non-capacity increasing)
- Transportation Enhancement Activities (TE)
- Highway Hazard Elimination
- Shoulder Improvements
- Traffic Control Devices
- Adding Medians

- 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)

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)

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 (under TEA Category #7)
- 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 2006 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 (Eng, 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 on a quarterly basis (through the RTIP amendment process) the status of projects included in lump sums that have been obligated . If there is no change to ta 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 the table below. They are based on the four Caltrans SHOPP categories.

LUMP SUM CATEGORIES - SHOPP Projects

Category	Program Code
Operations	SHP01
Roadside Rehabilitation	SHP02
Roadway Rehabilitation	SHP03
Safety	SHP04

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.

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RTIP Database

VI. DATABASE

A. Entering Projects into the SCAG RTIP Database

The New SCAG RTIP Database will be available for programming of projects in the 2006 RTIP. Guidance for using the new SCAG RTIP Database is currently being developed and not ready for inclusion in this draft version of the 2006 RTIP Guidelines. It is anticipated that the guidance will be included in the final 2006 RTIP Guidelines. A copy of the screens can be found at the end of these Guidelines.

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 2004 RTP. If a project is not consistent with the 2004 RTP or RSTIS requirements it will not be programmed in the RTIP except for preliminary engineering funds.

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.

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 (General Screen) 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 32), 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.

The same Program Codes that were utilized for the 2004 RTIP are available for the 2006 RTIP. 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 65 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 2004 RTIP should be carried over into the 2006 SCAG RTIP database as "2004 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 2006 county TIPs and when submitting amendments.

7. RTIP Database Screen & Instructions

Initial SCAG Database screens shown at the end of these Guidelines may change as the SCAG Database is undergoing testing and review (Beta test). Guidance for using the new SCAG RTIP Database screens is currently being developed and not ready for inclusion in this draft version of the 2006 RTIP Guidelines. It is anticipated that the guidance will be included in the final 2006 RTIP Guidelines.

Financial Plan

VII. FINANCIAL PLAN

1. Financial Plan Required Documentation

In addition to the financial resolution certification presented on page 19 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 and committed, and that funding in years four 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 three years.

Each county and IVAG must document that they have the resources under their control to completely fund the first three years of its federally-funded program, and that funding is available to implement projects in years four through six. 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, and those in year three have third 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 three years of 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 three 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 2006 SCAG RTIP. The Financial Plan is comprised of the following items (all due to SCAG with County TIPs):

a. **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.

b. **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 19 of these Guidelines.

c. **Revenue and Expenditure Worksheet (Spreadsheet):** Caltrans requires that the RTIP and amendments to the RTIP include a worksheet of revenues and programmed amounts by fund source for the first three years. Caltrans has requested the information be submitted in the format provided below. A copy of the Excel spreadsheet has previously been distributed to the CTCs and IVAG. Contact SCAG staff to obtain another copy of the spreadsheet. A separate worksheet should be submitted for the last three fiscal years (09/10, 10/11, 11/12) of the RTIP. Programming amounts cannot exceed projected revenue amounts in the first three years (06/07, 07/08, 08/08). Any over-programming should have a justification and "footnoted" in the worksheet or separately as an attachment to the worksheet. Programming vs. revenues in the last three years of the RTIP should be reasonable.. The Worksheet consists of three separate tables. The first table "Revenue versus Programmed" does not require manual data entry as it is automatically populated when information is entered in the second two tables: the "Programmed" and "Revenue" tables. Information in these tables should exactly match the information in the RTIP Database.

2006 County TIP Revenue and Expenditure Worksheet

All fields populated with zeros will be calculated automatically once other fields in the following 2 tables are entered

[County Name] ($1,000s)					
Revenue versus Programmed	**Prior**	**2006/07**	**2007/08**	**2008/09**	**TOTAL**
State and Federal Revenues					
STIP (Fund Estimate)					
Regional - RTIP		$0	$0	$0	$0
Regional - TE		$0	$0	$0	$0
Interregional - ITIP		$0	$0	$0	$0
Interregional - TE		$0	$0	$0	$0
SHOPP		$0	$0	$0	$0
Local Assistance					
CMAQ		$0	$0	$0	$0
RSTP		$0	$0	$0	$0
HBRR/ Seismic		$0	$0	$0	$0
HES/SR2S		$0	$0	$0	$0
Sec 130 RR Grade Crossing		$0	$0	$0	$0
Other Federal Highway Funds [1,2]					
Federal Lands Highway Program		$0	$0	$0	$0
Bridge Discretionary Program		$0	$0	$0	$0
NCPD Program/Borders/Corridors Program		$0	$0	$0	$0
Recreational Trails Program		$0	$0	$0	$0
TCSP		$0	$0	$0	$0
Ferry Boat Discretionary		$0	$0	$0	$0
National Scenic Byways		$0	$0	$0	$0
High Priority/Demo Projects		$0	$0	$0	$0
Emergency Relief Program		$0	$0	$0	$0
Other (Describe)		$0	$0	$0	$0

Federal Transit Funds [3]					
3037 - JARC		$0	$0	$0	$0
5307 - Urbanized Area Formula		$0	$0	$0	$0
5308 - Clean Fuel		$0	$0	$0	$0
5309(a) - Fixed Guideway		$0	$0	$0	$0
5309(b) - New Starts		$0	$0	$0	$0
5309(c) - Bus Allocation		$0	$0	$0	$0
53010 - Elderly and Disabled		$0	$0	$0	$0
53011 - Nonurbanized Area Formula		$0	$0	$0	$0
Non-Title 23/FTA Federal Funds (Describe)		$0	$0	$0	$0
Other State Transportation Funds					
TCRP		$0	$0	$0	$0
Other (Describe)		$0	$0	$0	$0
Local Revenues					
Local Transportation Funds					
Transportation Sales Tax		$0	$0	$0	$0
Transit Fares		$0	$0	$0	$0
Other Local Funds					
General Funds		$0	$0	$0	$0
Other (Describe)		$0	$0	$0	$0

NOTES

1. Federal Land Highway program includes:

Indian Reservation Roads
NPS Parkways And Park Roads
F&WS Refuge Roads
Public Lands Highways
Forest Highways
PLH Discretionary

2. For additional information on this program, visit http://www.fhwa.dot.gov/programadmin/covert21.htm>
3. For additional information on this program, visit http://www.fta.dot.gov/4187_ENG_HTML.htm

[County Name] **($1,000s)**					
Programmed	**Prior**	**2006/07**	**2007/08**	**2008/09**	**TOTAL**
State and Federal Revenues					
STIP (Fund Estimate)					
Regional - RTIP					$0
Regional - TE					$0
Interregional - ITIP					$0

Interregional - TE					$0
SHOPP					$0
Local Assistance					
CMAQ					$0
RSTP					$0
HBRR/ Seismic					$0
HES/SR2S					$0
Sec 130 RR Grade Crossing					$0
Other Federal Highway Funds [1,2]					
Federal Lands Highway Program					$0
Bridge Discretionary Program					$0
NCPD Program/Borders/Corridors Program					$0
Recreational Trails Program					$0
TCSP					$0
Ferry Boat Discretionary					$0
National Scenic Byways					$0
High Priority/Demo Projects					$0
Emergency Relief Program					$0
Other (Describe)					$0
Federal Transit Funds [3]					
3037 - JARC					$0
5307 - Urbanized Area Formula					$0
5308 - Clean Fuel					$0
5309(a) - Fixed Guideway					$0
5309(b) - New Starts					$0
5309(c) - Bus Allocation					$0
53010 - Elderly and Disabled					$0
53011 - Nonurbanized Area Formula					$0
Non-Title 23/FTA Federal Funds (Describe)					$0
Other State Transportation Funds					
TCRP					$0
Other (Describe)					$0
Local Revenues					
Local Transportation Funds					
Transportation Sales Tax					$0
Transit Fares					$0
Other Local Funds					
General Funds					$0
Other (Describe)					$0
Total		$0	$0	$0	$0

NOTES

1. Federal Land Highway program includes:

Indian Reservation Roads
NPS Parkways And Park Roads
F&WS Refuge Roads
Public Lands Highways
Forest Highways
PLH Discretionary

2. For additional information on this program, visit http://www.fhwa.dot.gov/programadmin/covert21.htm>
3. For additional information on this program, visit http://www.fta.dot.gov/4187_ENG_HTML.htm

[County Name] ($1,000s)					
Revenue	**Prior**	**2006/07**	**2007/08**	**2008/09**	**TOTAL**
State and Federal Revenues					
STIP (Fund Estimate)					
Regional - RTIP					$0
Regional - TE					$0
Interregional - ITIP					$0
Interregional - TE					$0
SHOPP					$0
Local Assistance					
CMAQ					$0
RSTP					$0
HBRR/ Seismic					$0
HES/SR2S					$0
Sec 130 RR Grade Crossing					$0
Other Federal Highway Funds [1,2]					
Federal Lands Highway Program					$0
Bridge Discretionary Program					$0
NCPD Program/Borders/Corridors Program					$0
Recreational Trails Program					$0
TCSP					$0
Ferry Boat Discretionary					$0
National Scenic Byways					$0
High Priority/Demo Projects					$0
Emergency Relief Program					$0
Other (Describe)					$0
Federal Transit Funds [3]					
3037 - JARC					$0

5307 - Urbanized Area Formula					$0
5308 - Clean Fuel					$0
5309(a) - Fixed Guideway					$0
5309(b) - New Starts					$0
5309(c) - Bus Allocation					$0
53010 - Elderly and Disabled					$0
53011 - Nonurbanized Area Formula					$0
Non-Title 23/FTA Federal Funds (Describe)					$0
Other State Transportation Funds					
TCRP					$0
Other (Describe)					$0
Local Revenues					
Local Transportation Funds					
Transportation Sales Tax					$0
Transit Fares					$0
Other Local Funds					
General Funds					$0
Other (Describe)					$0
Total		$0	$0	$0	$0

NOTES

1. Federal Land Highway program includes:

Indian Reservation Roads
NPS Parkways And Park Roads
F&WS Refuge Roads
Public Lands Highways
Forest Highways
PLH Discretionary

2. For additional information on this program, visit http://www.fhwa.dot.gov/programadmin/covert21.htm>
3. For additional information on this program, visit http://www.fta.dot.gov/4187_ENG_HTML.htm

d. **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.

e. **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

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

g. **Capital and Operating Revenue & Expense Budgets for Major Bus and Rail Operators:** Revenue and expense budgets for the first three 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 provided 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.

Revenue (List Funds)	**FIRST 3-YEARS**			**Total Revenue** (1st 3-yrs)	**Comments**
	FY04/05	**FY05/06**	**FY06/07**		
Revenue Total					
Expenditures (List Types)	**FIRST 3-YEARS**			**Total Expenditures** (1st 3-yrs)	**Comments**
	FY04/05	**FY05/06**	**FY06/07**		
Operating					
Capital					
Expenditure Total					

2. 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.

Since SAFETEA-LU apportionments have not been released, CMAQ and RSTP estimated apportionments for the first three years of the 2006 RTIP (06/07, 07/08, 08/09) will be based on FFY06/07 Caltrans estimated apportionments. The apportionments will be updated as revised estimates are provided by Caltrans.

Caltrans Estimated CMAQ and RSTP Apportionments

	CMAQ	RSTP
	2006/07	2006/07
Imperial	$0	$1,545,648
Los Angeles	$133,876,230	$103,353,715
Orange	$40,151,698	$30,944,984
Riverside	$22,724,426	$16,797,251
San Bernardino	$24,535,128	$18,581,316
Ventura	$8,283,604	$8,185,183
Total	**$229,571,086**	**$179,408,097**

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, 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 forecost in order to reflect more current budget conditions, the 2006 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. ITIP and STIP funding projections are based on the adopted 2002 STIP, SHOPP and STIP county balances. Adjustments will need to be made to these projections as information becomes available. Furthermore, a $0 listed in the table 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 **FY2006/07 – FY2011/12**
($Million, Inflated)

Transportation Development Act (TDA)							
	2006	**2007**	**2008**	**2009**	**2010**	**2011**	**Total**
Imperial	$ 3.57	$ 3.64	$ 3.72	$ 3.79	$ 3.87	$ 3.95	$ 26.04
Los Angeles	$ 312.60	$ 329.10	$ 346.40	$ 363.00	$ 381.70	$ 400.30	$ 2,430.90
Orange	$ 118.74	$ 126.20	$ 133.68	$ 141.28	$ 149.07	$ 157.33	$ 937.94
Riverside	$ 58.09	$ 62.11	$ 66.33	$ 70.76	$ 75.47	$ 78.90	$ 465.89
San Bernardino	$ 63.07	$ 67.18	$ 71.62	$ 76.26	$ 78.46	$ 80.33	$ 496.12
Ventura	$ 27.69	$ 28.66	$ 29.66	$ 30.70	$ 31.78	$ 32.89	$ 208.13
Total	$ 583.75	$ 616.89	$ 651.40	$ 685.79	$ 720.34	$ 753.70	$ 4,565.03

Local Sales Tax							
	2006	**2007**	**2008**	**2009**	**2010**	**2011**	**Total**
Imperial	$ 7.75	$ 7.91	$ 8.07	$ 8.23	$ 8.40	$ -	$ 47.97
Los Angeles	$ 1,210.60	$ 1,273.20	$ 1,338.80	$ 1,402.20	$ 1,473.10	$ 1,543.90	$ 9,396.20
Orange	$ 248.41	$ 261.70	$ 275.31	$ 289.36	$ 304.00	$ 236.42	$ 1,850.25
Riverside	$ 115.02	$ 122.99	$ 131.33	$ 140.11	$ 149.44	$ 156.24	$ 922.51
San Bernardino	$ 118.63	$ 126.37	$ 134.71	$ 143.45	$ 110.69	$ 197.15	$ 942.38
Ventura	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ 1,700.41	$ 1,792.17	$ 1,888.22	$ 1,983.35	$ 2,045.62	$ 2,133.71	$ 13,159.30

Farebox							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 0.36	$ 0.36	$ 0.36	$ 0.35	$ 0.35	$ 0.35	$ 2.50
Los Angeles	$ 381.71	$ 396.32	$ 407.71	$ 424.47	$ 439.90	$ 455.71	$ 2,877.70
Orange	$ 66.28	$ 69.62	$ 72.70	$ 75.90	$ 79.83	$ 93.42	$ 517.01
Riverside	$ 13.56	$ 14.13	$ 14.72	$ 15.32	$ 15.94	$ 16.53	$ 103.19
San Bernardino	$ 26.50	$ 27.62	$ 30.02	$ 30.93	$ 32.75	$ 34.53	$ 205.65
Ventura	$ 5.99	$ 6.25	$ 6.52	$ 6.80	$ 7.08	$ 7.33	$ 45.71
Total	$ 494.40	$ 514.31	$ 532.02	$ 553.77	$ 575.86	$ 607.86	$ 3,751.76

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							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ 55.59	$ 30.90	$ 26.50	$ 30.00	$ 32.50	$ 31.70	$ 256.37
Orange	$ 91.00	$ 91.00	$ 91.00	$ 91.00	$ 91.00	$ 91.00	$ 637.00
Riverside	$ 137.93	$ 141.98	$ 146.15	$ 150.44	$ 151.86	$ 156.42	$ 1,018.78
San Bernardino	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Ventura	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ 284.52	$ 263.88	$ 263.65	$ 271.44	$ 275.36	$ 279.12	$ 1,912.15

Local Agency funds include Orange County Gasoline Tax Fund; Transportation Corridor Agencies toll revenues in Orange County; and local agency contributions to committed projects.

Local Assistance/Demo							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 0.58	$ 0.59	$ 0.59	$ 0.60	$ 0.61	$ 0.62	$ 4.16
Los Angeles	$ 35.70	$ 44.69	$ 33.30	$ 38.50	$ 35.70	$ 35.90	$ 275.47
Orange	$ 187.18	$ 205.52	$ 230.76	$ 230.97	$ 231.19	$ 128.04	$ 1,367.17
Riverside	$ 6.86	$ 6.95	$ 7.05	$ 7.15	$ 7.25	$ 7.35	$ 50.65
San Bernardino	$ 9.32	$ 9.45	$ 9.58	$ 9.72	$ 9.85	$ 9.99	$ 77.74
Ventura	$ 2.37	$ 2.41	$ 2.44	$ 2.47	$ 2.51	$ 2.54	$ 17.10
Total	$ 242.01	$ 269.51	$ 283.72	$ 289.41	$ 287.10	$ 184.44	$ 1,792.29

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							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ 74.16	$ 90.46	$ 77.36	$ 84.16	$ 77.96	$ 78.96	$ 591.62
Orange	$ 66.67	$ 65.18	$ 64.46	$ 57.72	$ 59.79	$ 63.26	$ 444.39
Riverside	$ 1.14	$ 1.14	$ 1.34	$ 1.34	$ 1.34	$ 1.34	$ 8.78
San Bernardino	$ 1.30	$ 1.30	$ 1.30	$ 1.30	$ 1.56	$ 1.56	$ 9.60
Ventura	$ 0.32	$ 0.32	$ 0.32	$ 0.32	$ 0.32	$ 0.32	$ 2.24
Total	$ 143.59	$ 158.40	$ 144.78	$ 144.83	$ 140.97	$ 145.44	$ 1,056.62

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.

STIP Regional (RIP)							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 8.64	$ 8.64	$ 19.24	$ 10.60	$ 10.81	$ 11.03	$ 71.98
Los Angeles	$ 176.40	$ 346.60	$ 53.20	$ 7.60	$ 225.40	$ 225.40	$ 1,164.50
Orange	$ 125.37	$ 92.81	$ 66.45	$ 60.80	$ 61.98	$ 63.19	$ 482.66
Riverside	$ 41.29	$ 60.69	$ 73.01	$ 43.37	$ 44.25	$ 45.15	$ 331.75
San Bernardino	$ (5.10)	$ 180.52	$ 36.13	$ 56.45	$ 57.59	$ 58.76	$ 391.97
Ventura	$ (4.45)	$ 22.96	$ 8.09	$ 19.85	$ 20.26	$ 20.67	$ 87.99
Total	$ 342.16	$ 712.22	$ 256.12	$ 198.67	$ 420.29	$ 424.19	$ 2,530.86

STIP Inter-Regional (IIP)							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 1.49	$ -	$ 6.00	$ 6.12	$ 6.25	$ 6.37	$ 68.87
Los Angeles	$ 0.35	$ 15.57	$ 34.20	$ 34.89	$ 35.60	$ 36.32	$ 168.60
Orange	$ 7.25	$ 6.60	$ 16.61	$ 15.20	$ 15.49	$ 15.80	$ 77.70
Riverside	$ 13.00	$ 9.50	$ 17.88	$ 18.24	$ 18.61	$ 18.99	$ 96.23
San Bernardino	$ 41.43	$ 40.78	$ 28.13	$ 28.70	$ 29.28	$ 29.87	$ 217.79
Ventura	$ -	$ -	$ 2.30	$ 2.35	$ 2.39	$ 2.44	$ 9.48
Total	$ 63.51	$ 72.45	$ 105.12	$ 105.50	$ 107.62	$ 109.79	$ 638.69

TCRP							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ -	$ -	$ 10.00
Los Angeles	$ 562.30	$ 139.20	$ 432.70	$ 394.60	$ -	$ -	$ 1,906.60
Orange	$ -	$ 234.50	$ 28.30	$ -	$ -	$ -	$ 234.50
Riverside	$ 22.64	$ 22.64	$ 30.00	$ 11.32	$ -	$ -	$ 113.20
San Bernardino	$ 33.20	$ 40.60	$ 52.93	$ 41.50	$ -	$ -	$ 203.40
Ventura	$ 3.75	$ -	$ 3.00	$ 3.75	$ -	$ -	$ 15.00
Total	$ 623.89	$ 438.94	$ 496.00	$ 453.17	$ -	$ -	$ 2,482.70

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							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ 15.34	$ 11.46	$ 11.67	$ 38.47
Los Angeles	$ -	$ -	$ -	$ 355.48	$ 241.76	$ 246.11	$ 843.35
Orange	$ -	$ -	$ -	$ 97.55	$ 67.61	$ 68.82	$ 233.98
Riverside	$ -	$ -	$ -	$ 59.05	$ 40.41	$ 41.15	$ 140.61
San Bernardino	$ -	$ -	$ -	$ 83.02	$ 58.72	$ 59.79	$ 201.53
Ventura	$ -	$ -	$ -	$ 27.89	$ 18.52	$ 18.86	$ 65.27
Total	$ -	$ -	$ -	$ 638.33	$ 438.49	$ 446.39	$ 1,523.21

STA							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 0.22	$ 0.22	$ 0.22	$ 0.23	$ 0.23	$ 0.23	$ 1.57
Los Angeles	$ 30.40	$ 31.00	$ 31.60	$ 32.10	$ 32.70	$ 33.30	$ 221.00
Orange	$ 6.80	$ 7.10	$ 7.50	$ 7.90	$ 8.30	$ 8.72	$ 52.72
Riverside	$ 1.21	$ 2.30	$ 2.32	$ 2.35	$ 2.37	$ 2.39	$ 15.30
San Bernardino	$ 3.21	$ 3.24	$ 3.27	$ 3.30	$ 3.34	$ 3.37	$ 22.89
Ventura	$ 1.25	$ 1.26	$ 1.27	$ 1.28	$ 1.30	$ 1.31	$ 8.89
Total	$ 43.08	$ 45.12	$ 46.19	$ 47.16	$ 48.23	$ 49.32	$ 322.37

TP&D/Prop. 116							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Orange	$ 20.20	$ 20.20	$ 20.20	$ 20.20	$ 20.20	$ -	$ 101.00
Riverside	$ -	$ -	$ -	$ -	$ -	$ -	$ -
San Bernardino	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Ventura	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	$ 20.20	$ 20.20	$ 20.20	$ 20.20	$ 20.20	$ -	$ 101.00

SHOPP							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ 9.74	$ 9.58	$ 9.70	$ 9.68	$ 9.88	$ 62.57
Los Angeles	$ 124.00	$ 139.00	$ 140.00	$ 140.80	$ 162.00	$ 162.00	$ 1,172.80
Orange	$ 34.00	$ 33.37	$ 34.04	$ 34.71	$ 35.38	$ 36.07	$ 266.56
Riverside	$ 22.00	$ 27.32	$ 26.89	$ 27.21	$ 27.16	$ 27.72	$ 160.30
San Bernardino	$ 67.00	$ 80.17	$ 78.90	$ 79.83	$ 79.70	$ 81.32	$ 527.92
Ventura	$ -	$ 14.45	$ 14.22	$ 14.39	$ 14.36	$ 14.65	$ 86.07
Total	$ 247.00	$ 304.05	$ 303.63	$ 306.64	$ 328.28	$ 331.64	$ 2,276.21

RSTP							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ 1.27	$ 1.29	$ 1.31	$ 1.33	$ 1.35	$ 1.36	$ 9.18
Los Angeles	$ 100.20	$ 101.60	$ 103.00	$ 104.50	$ 105.90	$ 107.4	$ 721.40
Orange	$ 29.71	$ 30.30	$ 30.96	$ 31.58	$ 32.21	$ 32.86	$ 216.76
Riverside	$ 13.63	$ 13.82	$ 14.02	$ 14.21	$ 14.41	$ 14.61	$ 98.16
San Bernardino	$ 15.40	$ 15.62	$ 15.84	$ 16.06	$ 16.28	$ 16.51	$ 110.90
Ventura	$ 7.79	$ 7.90	$ 8.01	$ 8.12	$ 8.24	$ 8.35	$ 56.11
Total	$ 168.01	$ 170.54	$ 173.14	$ 175.81	$ 178.39	$ 181.10	$ 1,212.50

CMAQ							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ 88.85	$ 87.47	$ 86.09	$ 84.81	$ 83.44	$ 37.55	$ 571.44
Orange	$ 37.23	$ 36.92	$ 36.56	$ 36.26	$ 35.84	$ 35.49	$ 255.92
Riverside	$ 13.61	$ 13.40	$ 13.19	$ 12.98	$ 12.78	$ 12.58	$ 92.36
San Bernardino	$ 16.50	$ 16.24	$ 15.99	$ 15.74	$ 15.50	$ 15.26	$ 111.98
Ventura	$ 6.21	$ 6.11	$ 6.02	$ 5.93	$ 5.83	$ 5.74	$ 42.15
Total	$ 162.39	$ 160.14	$ 157.85	$ 155.72	$ 153.39	$ 106.63	$ 1073.85

Sec. 5309							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ 104.80	$ 105.30	$ 106.40	$ 106.90	$ 107.40	$ 109.80	$ 745.00
Orange	$ 3.94	$ 4.02	$ 4.09	$ 4.18	$ 4.26	$ 4.34	$ 28.69
Riverside	$ 4.38	$ 4.44	$ 4.50	$ 4.57	$ 4.63	$ 4.69	$ 31.53
San Bernardino	$ 4.76	$ 4.82	$ 4.89	$ 4.96	$ 5.03	$ 5.10	$ 34.25
Ventura	$ 1.88	$ 1.90	$ 1.93	$ 1.96	$ 1.98	$ 2.01	$ 13.50
Total	$ 119.75	$ 120.48	$ 121.82	$ 122.56	$ 123.30	$ 125.95	$ 852.97

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

Sec. 5307							
	2006	2007	2008	2009	2010	2011	Total
Imperial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Los Angeles	$ 182.80	$ 185.40	$ 188.00	$ 190.60	$ 193.30	$ 196.00	$ 1,316.40
Orange	$ 37.05	$ 37.79	$ 38.54	$ 39.32	$ 40.10	$ 40.90	$ 270.00
Riverside	$ 19.93	$ 16.93	$ 17.17	$ 17.41	$ 17.65	$ 17.90	$ 123.70
San Bernardino	$ 17.87	$ 18.77	$ 19.70	$ 20.69	$ 20.98	$ 21.27	$ 136.30
Ventura	$ 10.42	$ 10.56	$ 10.71	$ 10.86	$ 11.01	$ 11.17	$ 75.01
Total	$ 268.07	$ 269.45	$ 274.13	$ 278.88	$ 283.05	$ 287.24	$ 1,921.43

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

References

VIII. REFERENCE SECTION

A. RTIP DATABASE CODES

This new section has been added to the 2004 RTIP to provide a listing of all codes required when entering projects in RTIP database for greater convenience to programming staff. The only codes provided in the 2002 RTIP Guidelines were the Program Codes under Section IV. The Program Codes in the 2004 RTIP Guidelines have been moved to this new section along with the addition of the rest of the required RTIP database codes.

1. Program Codes

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. The flow chart was designed for staff new to the RTIP programming process.

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)

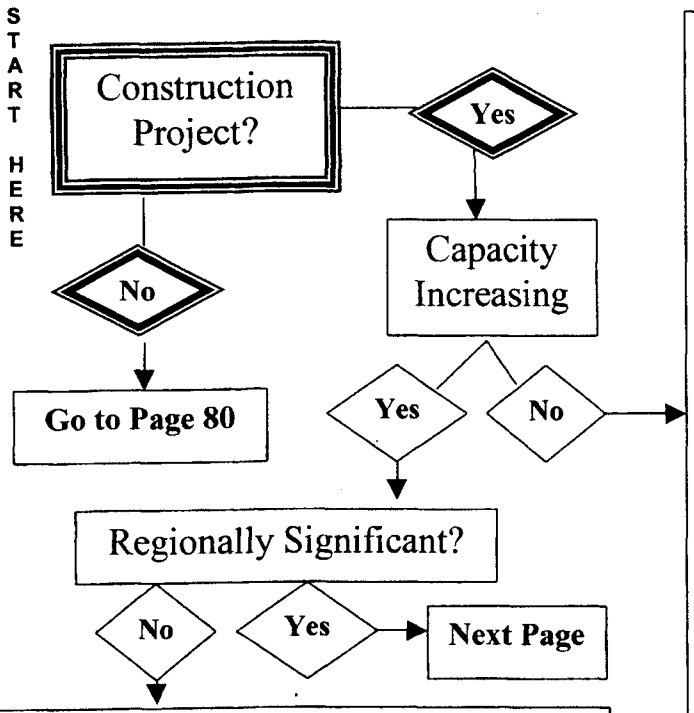
NCR38	Chain Control/Brake Inspection
NCR81	Curb and Gutter Improvements
NCRH4	Curve Correction/Improve Alignment
NCN47	Directional/Informational Signs / Sign Removal
NCN31	Grade Separation; Railroad/Highway Crossing - Non Capacity
NCR82	Historic Preservation
NCRT3	Interchange - Modify/Replace (non-capacity) 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

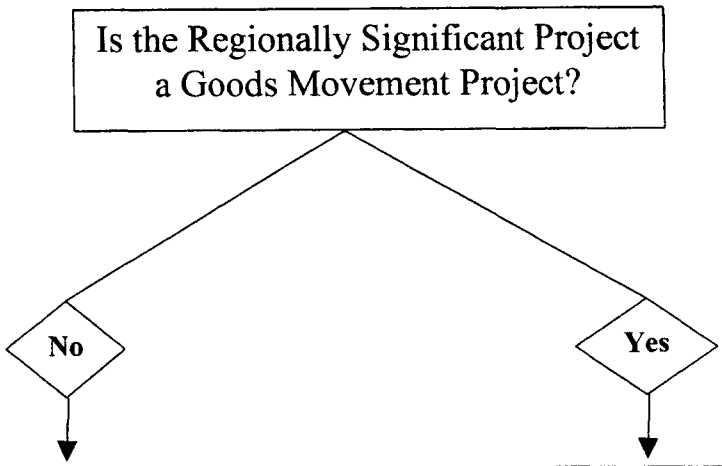


CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

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

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



REGIONALLY SIGNIFICANT (Non Goods Movement)

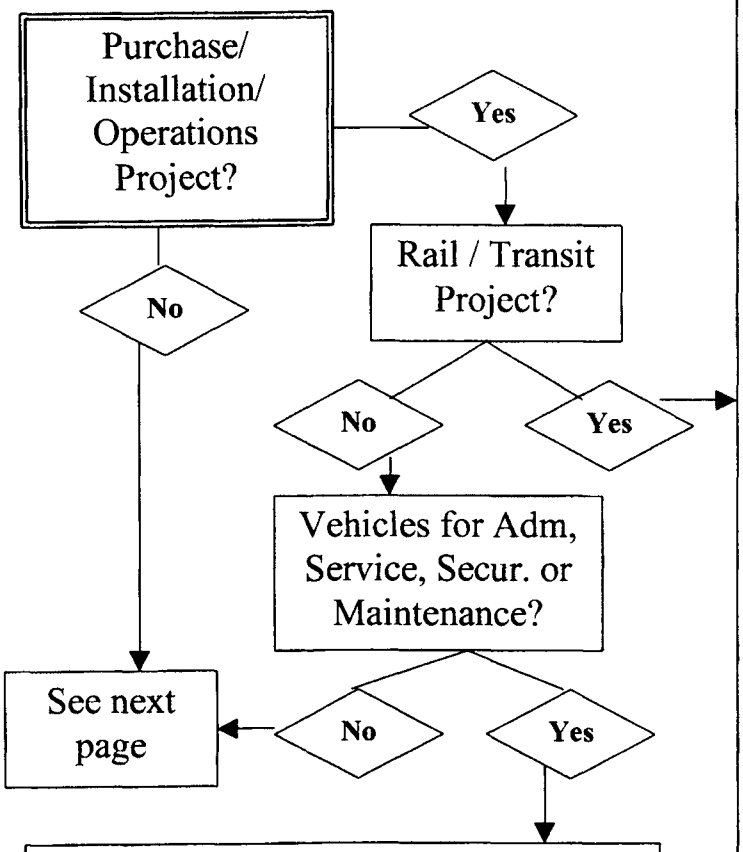
CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

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. Below is the list of Change Reason codes. The Change Reason codes will be modified pending discussions with Commissions.

CHG_REASON CODES	DESCRIPTION
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
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 COMB	DELETED COMBINED PROJECT
DEL NEW ID	DELETED NEW IDENTIFICATION
DEL 3090	DELETED AB 3090
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
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
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
C/O 2001	2001 FTIP CARRYOVER

3. Element Codes

Element Codes have been completely changed 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.

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 helps identify projects that are exempt from conformity analysis, TCMs and non-exempt projects. The Conformity Codes listed below have been modified for the 2006 RTIP.

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

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 are listed below.

FUND	DESC	SOURCE
1112	RECREATIONAL TRAILS	FEDERAL MISC
5207	INTELLIGENT TRANS SYS	FEDERAL MISC
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
5310	FTA 5310 ELD & DISABI	FTA
5311	FTA 5311 NON-UZA	FTA
5313	STATE PLNG & RESEARCH	FTA
5394	ROGAN HR5394	FEDERAL MISC
AB2766	STATE AB2766	STATE MISC
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL MISC

BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL MISC
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CDBG	COMM DEV BLOCK GRANT	FEDERAL MISC
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMOYER	CARL MOYER FUNDS	STATE MISC
CO	COUNTY	LOCAL
DEMISTE	DEMO - ISTEA	FEDERAL MISC
DEMO	DEMO-PRE ISTEA	FEDERAL MISC
DEMOT21	DEMO - TEA 21	FEDERAL MISC
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL MISC
DOD	DEFENSE FUNDS	FEDERAL MISC
EDA	EDA GRANT	FEDERAL MISC
ER-LOC	E R - LOCAL	FEDERAL MISC
ER-S	E R - STATE	STATE MISC
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FLH	FOREST HWY FUNDS	FEDERAL MISC
GEN	GENERAL FUNDS	LOCAL
HBRR-L	BRIDGE - LOCAL	FEDERAL
HUD	HOUSING & URBAN DEV	FEDERAL MISC
I	INTERSTATE	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IS	INTERSTATE SUBSTITUT	FEDERAL
LTF	LOCAL TRANS FUNDS	LOCAL
MELLO	MELLO ROOS	LOCAL
NH	NATIONAL HWY SYSTEM	FEDERAL

NSBP	SCENIC BYWAYS DISCRET	FEDERAL
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE MISC
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL MISC
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
S-PARK	STATE PARK FUNDS	STATE MISC
SLP	STATE LOCAL PARTNER	STATE MISC
ST-CASH	STATE CASH	STATE
STA	STATE TRANSIT ASSIST	STATE MISC

STA-BLA	STATE BIKE LANE ACT.	STATE MISC
STA-PUC	STATE PUC	STATE MISC
STAL-S	STATE LEGIS - STATE	STATE MISC
STP	SURFACE TRANS PROG	FEDERAL
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPL	STP LOCAL	FEDERAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
TCR-L	TCR ON LOCAL	STATE
TCR-S	TCR ON STATE	STATE
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA4/8	TDA ARTICLE #4 & #8	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
UNIV	STATE UNIVERSITY	STATE MISC
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

7. RTP Modeled Projects

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.

8. 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. The South Coast Air Basin (SCAB):

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. The Ventura County portion of the South Central Coast Air Basin (SCCAB):

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

iii. The Mojave Desert Air Basin (MDAB):

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):

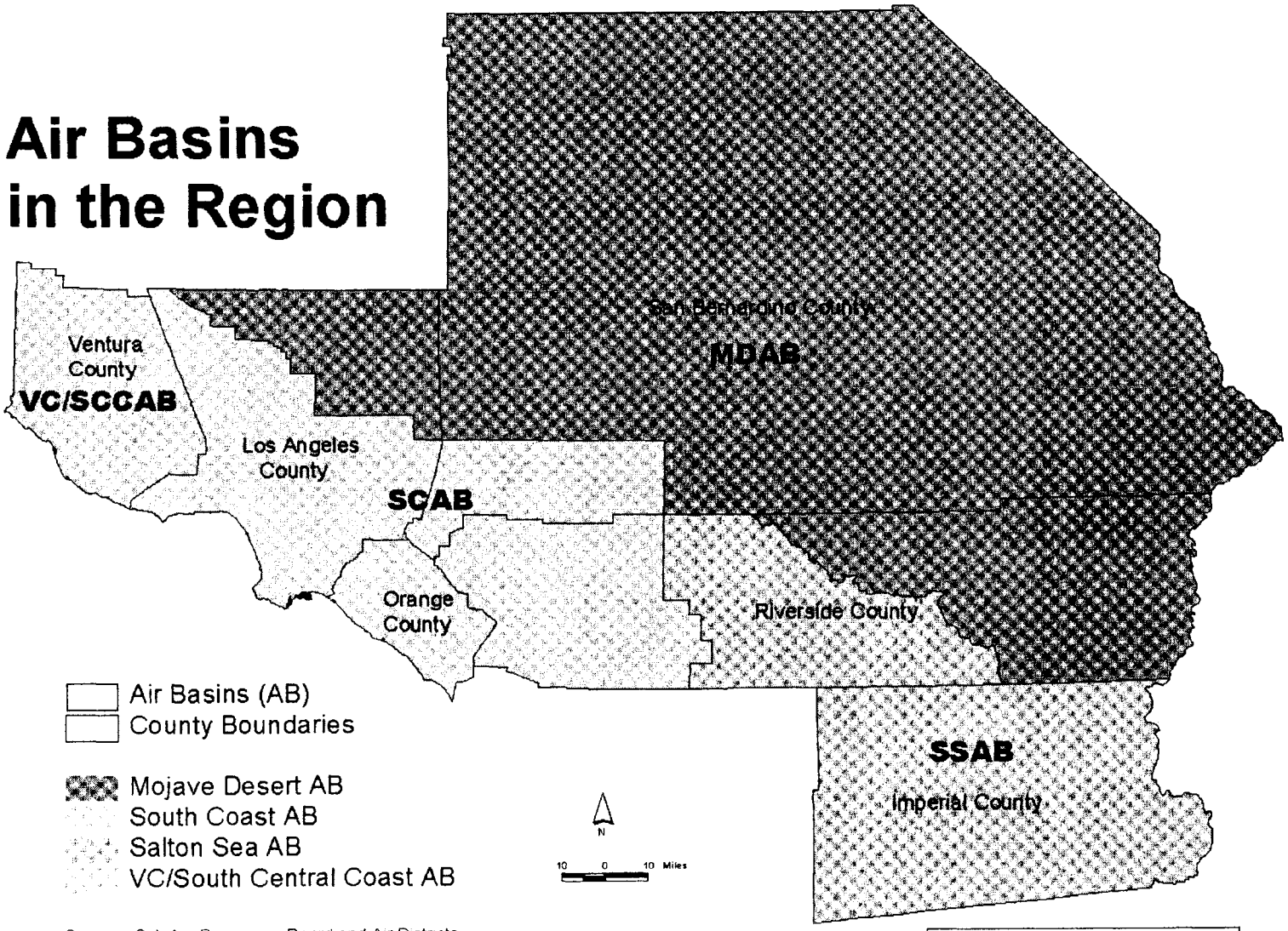
All of Imperial County and the central portion of Riverside County.

- 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:

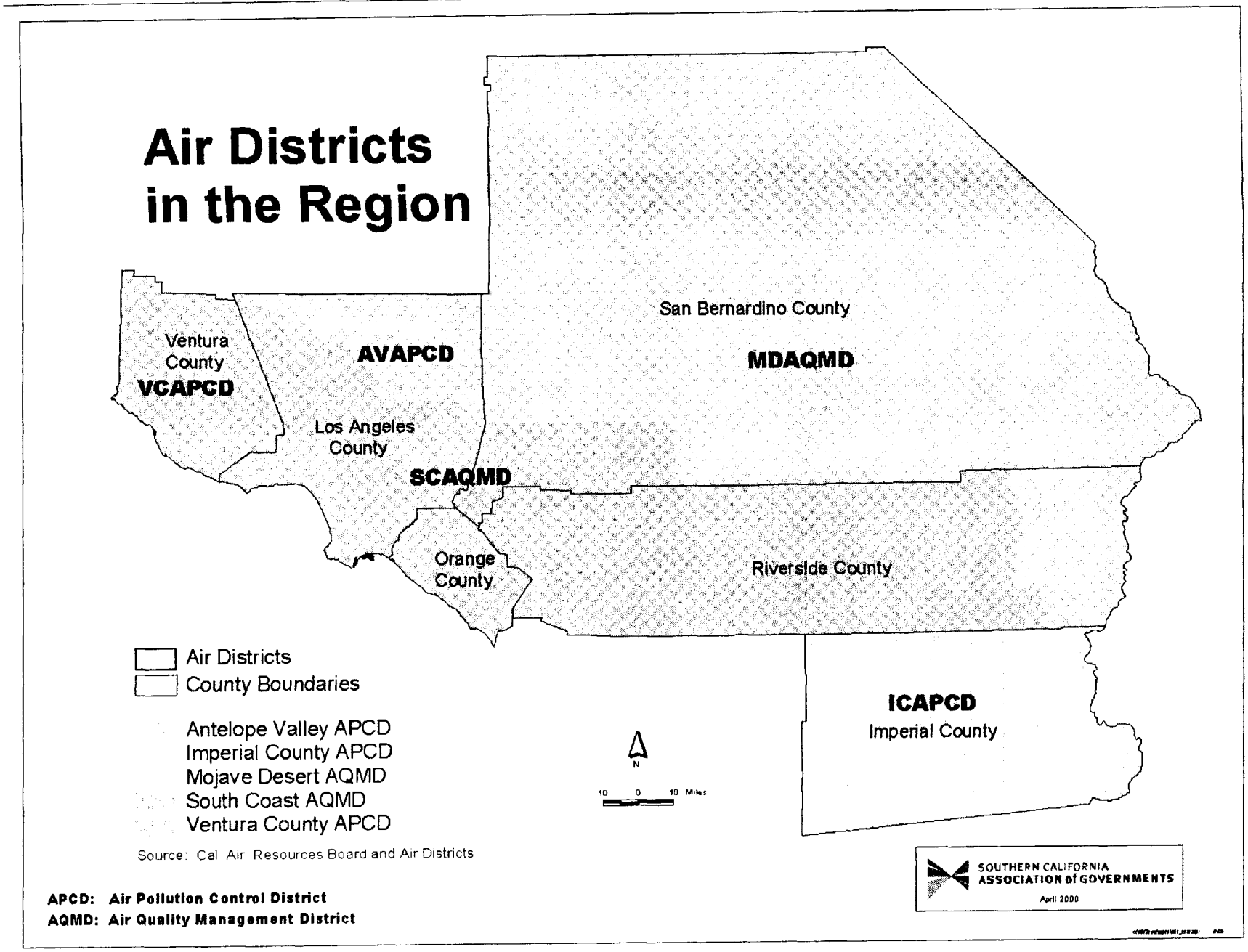
Air District	Jurisdiction
i. South Coast Air Quality Management District (SCAQMD).	The SCAB, the Riverside County portion of the SSAB (Coachella Valley), and the Riverside County portion of the MDAB (excluding Palo Verde Valley).
ii. Ventura County Air Pollution Control District (VCAPCD).	Ventura County 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.

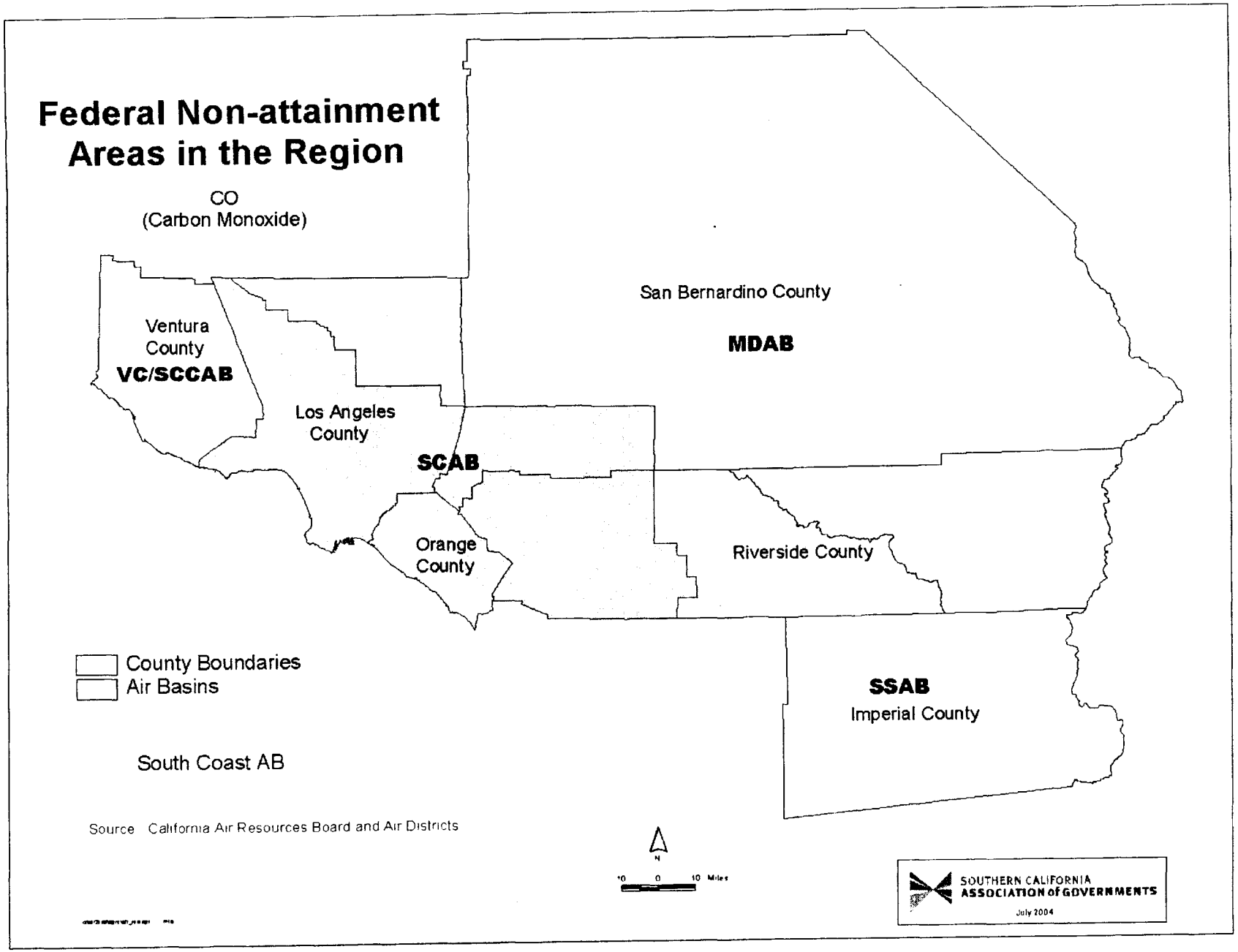
Air Basins in the Region

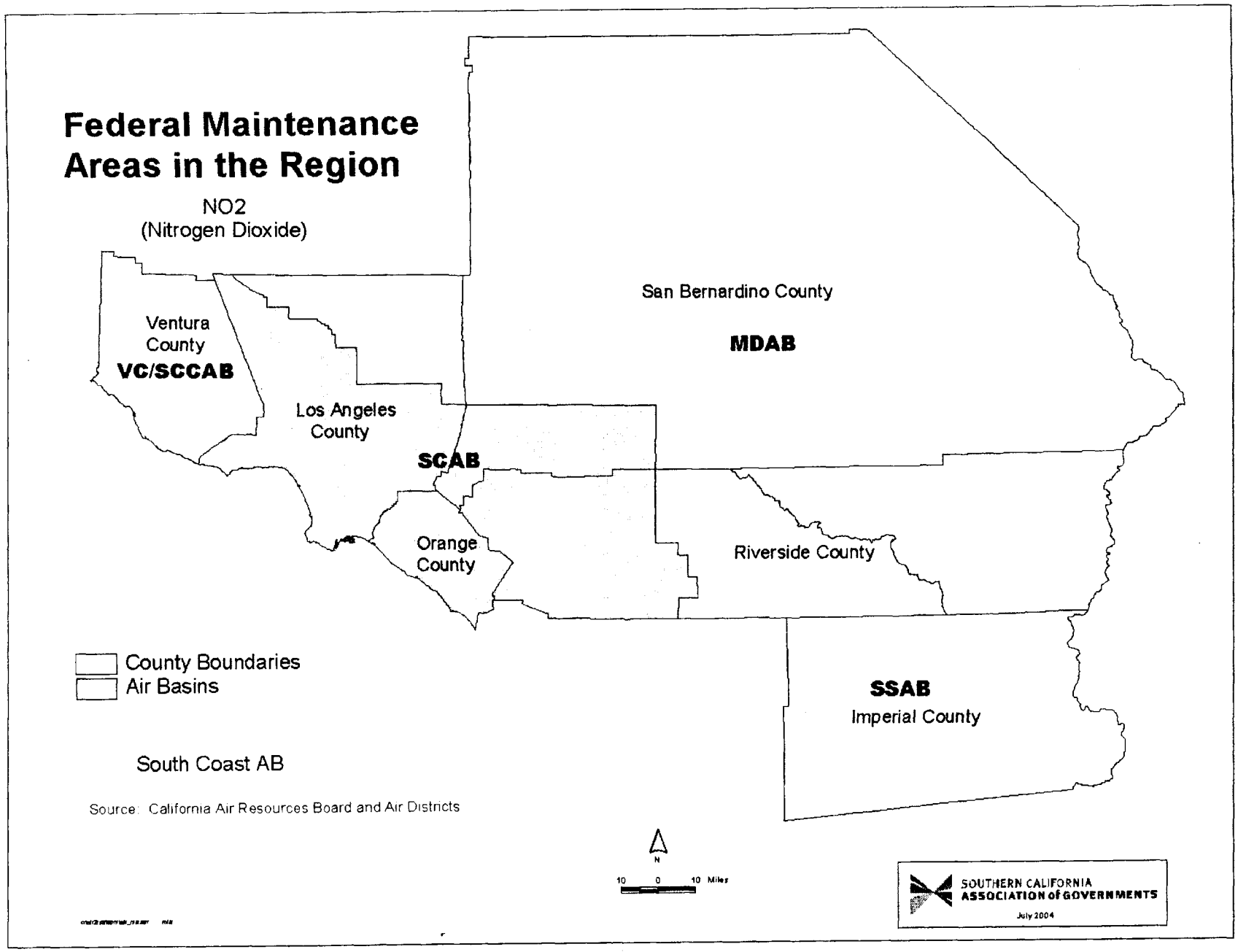


Source: Cal Air Resources Board and Air Districts

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2000


Air Districts in the Region
Ventura County
VCAPCD
AVAPCD
Los Angeles County
SCAQMD
San Bernardino County
MDAQMD
Orange County
Riverside County
ICAPCD
Imperial County
Air Districts
County Boundaries
Antelope Valley APCD
Imperial County APCD
Mojave Desert AQMD
South Coast AQMD
Ventura County APCD
N
10 0 10 Miles
Source: Cal Air Resources Board and Air Districts
APCD: Air Pollution Control District
AQMD: Air Quality Management District
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2000


Federal Non-attainment Areas in the Region
CO
(Carbon Monoxide)
Ventura County
VC/SCCAB
Los Angeles County
SCAB
Orange County
San Bernardino County
MDAB
Riverside County
SSAB
Imperial County
County Boundaries
Air Basins
South Coast AB
Source California Air Resources Board and Air Districts
N
10 0 10 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
July 2004


Federal Maintenance Areas in the Region
NO2
(Nitrogen Dioxide)
Ventura County
VC/SCCAB
Los Angeles County
SCAB
Orange County
San Bernardino County
MDAB
Riverside County
SSAB
Imperial County
County Boundaries
Air Basins
South Coast AB
Source: California Air Resources Board and Air Districts
N
10 0 10 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
July 2004

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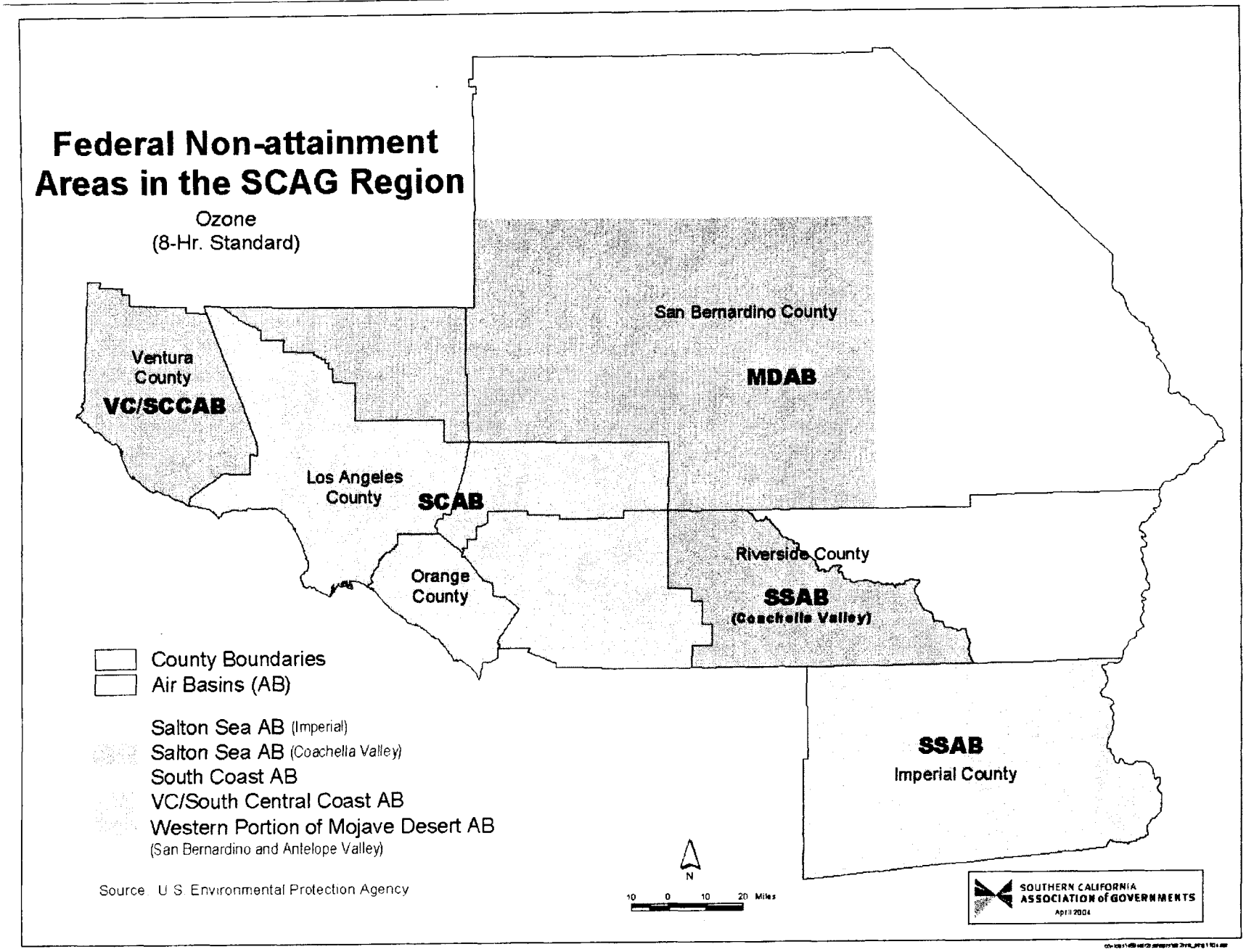
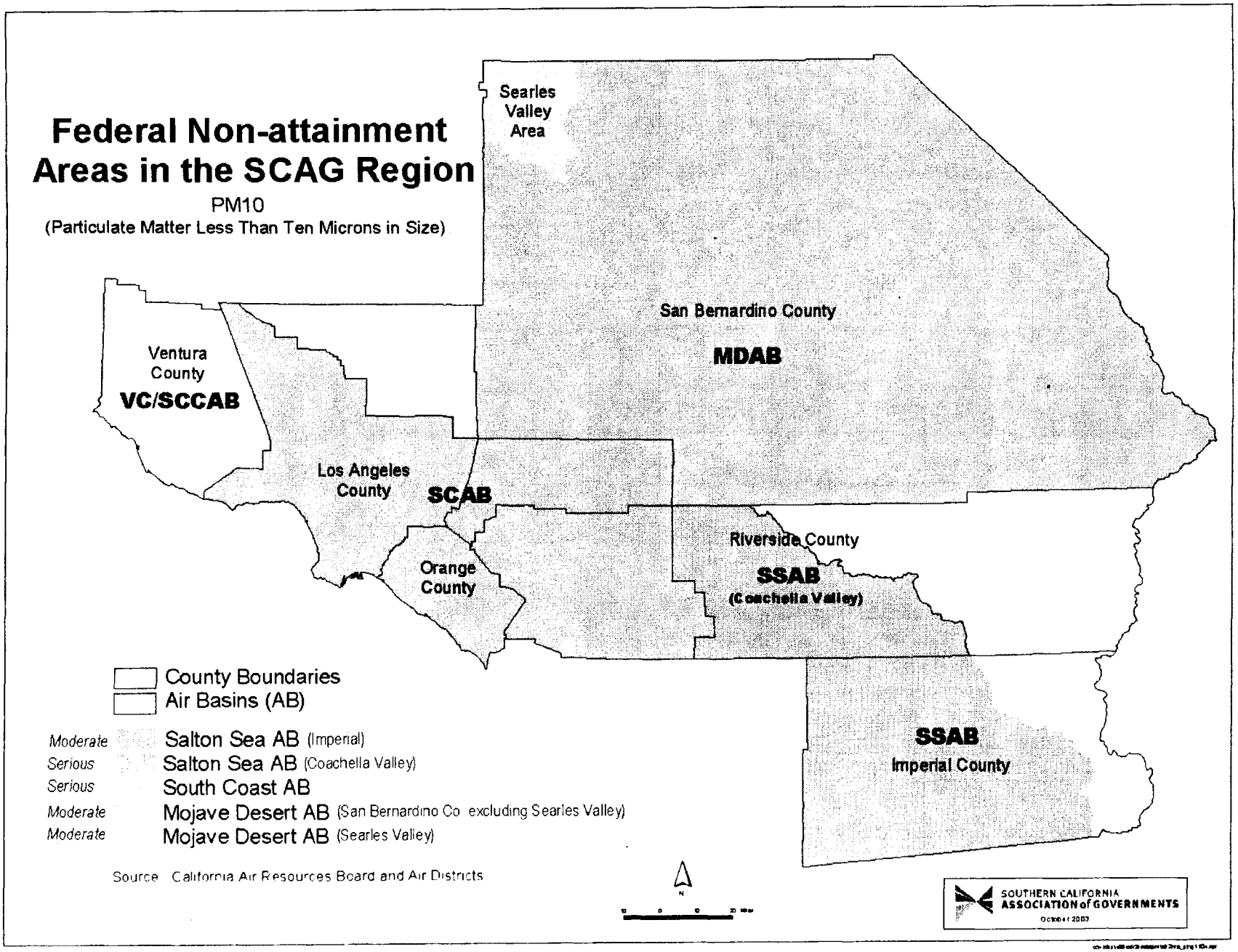
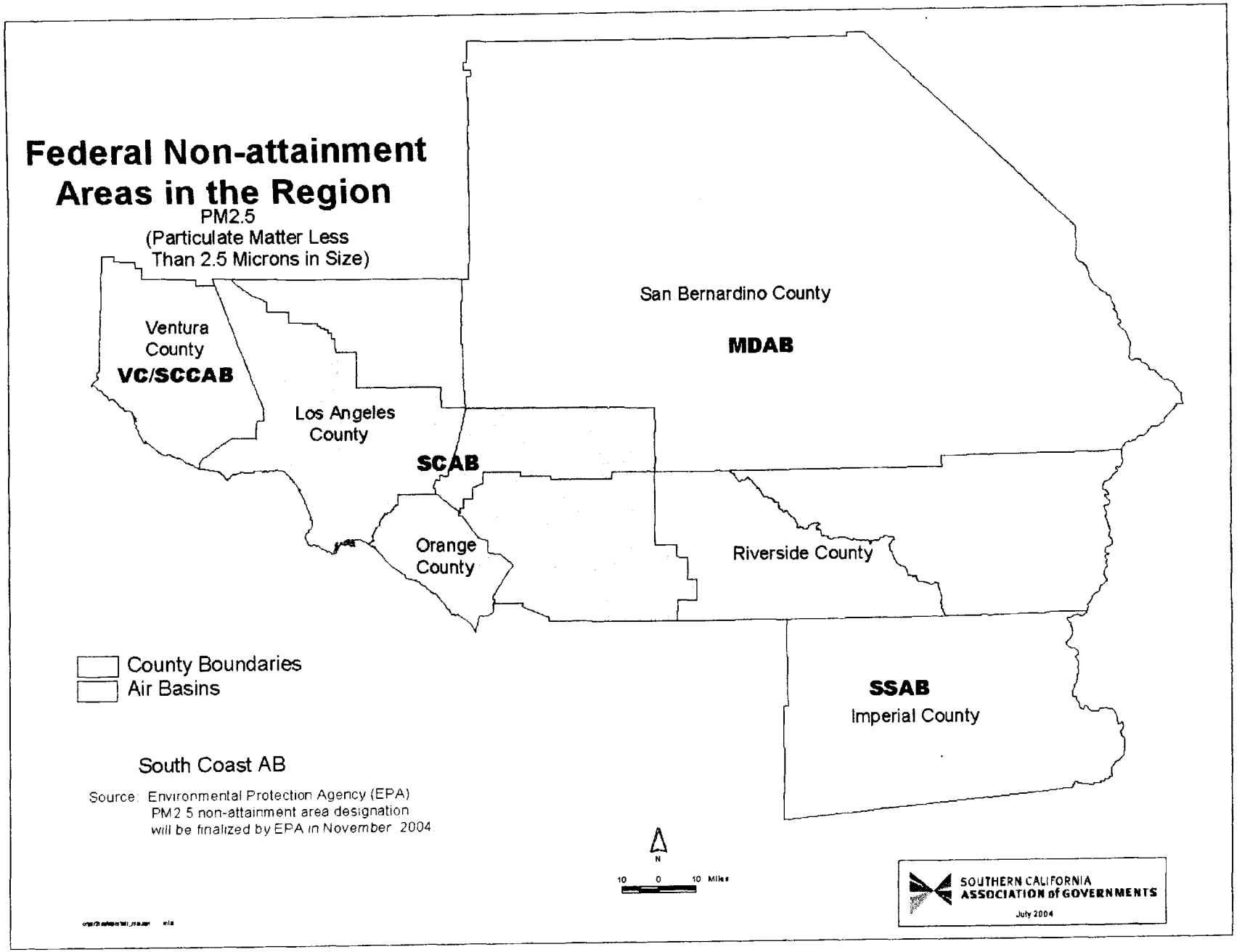

Federal Non-attainment Areas in the SCAG Region
Ozone
(8-Hr. Standard)
Ventura County
VC/SCCAB
Los Angeles County
SCAB
Orange County
San Bernardino County
MDAB
Riverside County
SSAB
(Coachella Valley)
SSAB
Imperial County
County Boundaries
Air Basins (AB)
Salton Sea AB (Imperial)
Salton Sea AB (Coachella Valley)
South Coast AB
VC/South Central Coast AB
Western Portion of Mojave Desert AB
(San Bernardino and Antelope Valley)
Source: U.S. Environmental Protection Agency
N
10 0 10 20 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2004


Federal Non-attainment Areas in the SCAG Region
PM10
(Particulate Matter Less Than Ten Microns in Size)
Searles Valley Area
San Bernardino County
MDAB
Ventura County
VC/SCCAB
Los Angeles County
SCAB
Orange County
Riverside County
SSAB
(Coachella Valley)
SSAB
Imperial County
County Boundaries
Air Basins (AB)
Moderate Salton Sea AB (Imperial)
Serious Salton Sea AB (Coachella Valley)
Serious South Coast AB
Moderate Mojave Desert AB (San Bernardino Co excluding Searles Valley)
Moderate Mojave Desert AB (Searles Valley)
Source California Air Resources Board and Air Districts
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS


Federal Non-attainment Areas in the Region
PM2.5
(Particulate Matter Less Than 2.5 Microns in Size)
Ventura County
VC/SCCAB
Los Angeles County
SCAB
Orange County
San Bernardino County
MDAB
Riverside County
SSAB
Imperial County
County Boundaries
Air Basins
South Coast AB
Source: Environmental Protection Agency (EPA) PM2.5 non-attainment area designation will be finalized by EPA in November 2004
N
10 0 10 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
July 2004

Draft RTIP Database Input Screens & Instructions

The RTIP database input screens are illustrated in Figures 1 through 5 on the following pages. Fields requiring input are highlighted. In addition, the fields requiring input are also listed in Tables 1 through 5 following each figure and a brief description of the information needed and/or the location of the codes to input in certain fields is provided.

Figure 1. General Project Information Screen

RTIP - General - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Address http://rtip.scag.ca.gov/RTIP/Other_mpo/Mpo_New_Proje

General | Comments | Environmental | CTC | Funding

Save | Next | Cancel

Source: 06FTIP | County: LA | Date and Time: 08/04/2005 10:46:02 | User Name: la1 | Model No.:

Project ID * | Fed Demo ID | System * L | Route | Suffix | Begin | End | Reverse No

Project Street | From | To

Lead Agency * Select an option | STIP No | District * 7

Description *

Change Reason Select an option | Amendment Number * Select an option | Amendment Type Formal

	PPNO #	EA # 1	EA # 2	EA #3
1				
2				
3				

Program Code: Primary Select an option; Secondary 1 Select an option; Secondary 2 Select an option

Environmental Document: Type Select an option | Date | Conformity Category Select an opiton

Air Basin * Select an option | UZA TEST | County Sub-Area N/A | Mode N/A

Current Project Phase Select an option | Total Project Cost $

	ENG	ROW	CON	Project Completion Date *
Starting Date				
Ending Date				

Internet

Table 1. Field Required in General Project Information Screen

Fields Required	Description and Instructions
Source	Enter the Source Document of the project (i.e., 00FTIP).
County	The county name will be automatically populated based on user name.
Model No.	SCAG staff will enter data if applicable. A number signifies the project has been modeled.
Project ID	Enter the RTIP project number.
System	Select the system the project is to be entered into from drop menu (State, Local or Transit).
Route	If the project is on the state highway system, enter the state route number (i.e., 1, 101, etc.).
Begin	For highway, road and rail projects, input the beginning post miles, if applicable.
End	For highway, road and rail projects, input the ending post miles, if applicable.
Project Street	If the project is on the local highway system, enter the street name.
From	If the project is on the local highway system, enter name of the beginning street or land mark.
To	If the project is on the local highway system, enter name of the ending street or land mark.
Lead Agency	Select Lead Agency name from the drop menu; the "Agency #" field will appear automatically.
STIP	Select "Yes" from the drop menu if this is a STIP project. The default is "No."
District	Select from the drop menu the Caltrans District where the project is located.
Description	Enter complete project descriptions. Refer to Project Description & Modeling Information sections for additional description requirements.
Change Reason	Select the reason for the change (or new project) from the drop menu.
Amendment Number	For amendments, select the amendment number. Select "0" for a new RTIP project.
Amendment Type	For amendments, select either "Formal" or "Administrative" from the drop-down menu.
PPNO #	Enter up to three PPNO numbers for the project.
EA # 1/2/3	Enter up to three EA numbers for each PPNO number.
Program Code -	Select a primary Program Code from the drop-down menu. Codes are also listed in

Fields Required	Description and Instructions
Primary	the guidelines.
Program Code – Secondary 1	Select a secondary Program Code, if applicable, from the drop-down menu.
Program Code – Secondary 2	Select another secondary Program Code, if applicable, from the drop-down menu.
Environmental Document	Select the anticipated/approved environmental document type or MIS information from the drop-down menu. For projects already in the approved RTIP, verify that the information remains the same.
Environmental Document Date	Enter the actual or anticipated date of the environmental document.
Conformity Category	Select the appropriate conformity category for this project.
Air Basin	Select from the drop menu the air basin where the project is located. (This field is populated automatically by selecting the appropriate lead agency.?)
UZA	Select from the drop menu the Urbanized Urban Area (UZA) where the project is located. (This field is populated automatically by selecting the appropriate lead agency.?)
County Sub-Area	For Los Angeles County only, select from the drop menu the County Sub-Area where the project is located.
Mode	For Los Angeles County only, select from the drop menu the mode of the project.
Current Project Phase	Select an appropriate current project phase from the drop menu, if applicable.
Total Project Cost	Enter the total project cost.
Starting Date – ENG	Enter the starting ENG date.
Starting Date – ROW	Enter the starting ROW date.
Starting Date – CON	Enter the starting CON date.
Ending Date – ENG	Enter the ending ENG date.
Ending Date – ROW	Enter the ending ROW date.
Ending Date – CON	Enter the ending CON date.
Completion Date	Enter the anticipated project completion date in the six-digit format (i.e., 03/09/06).

Figure 2. Comments Screen

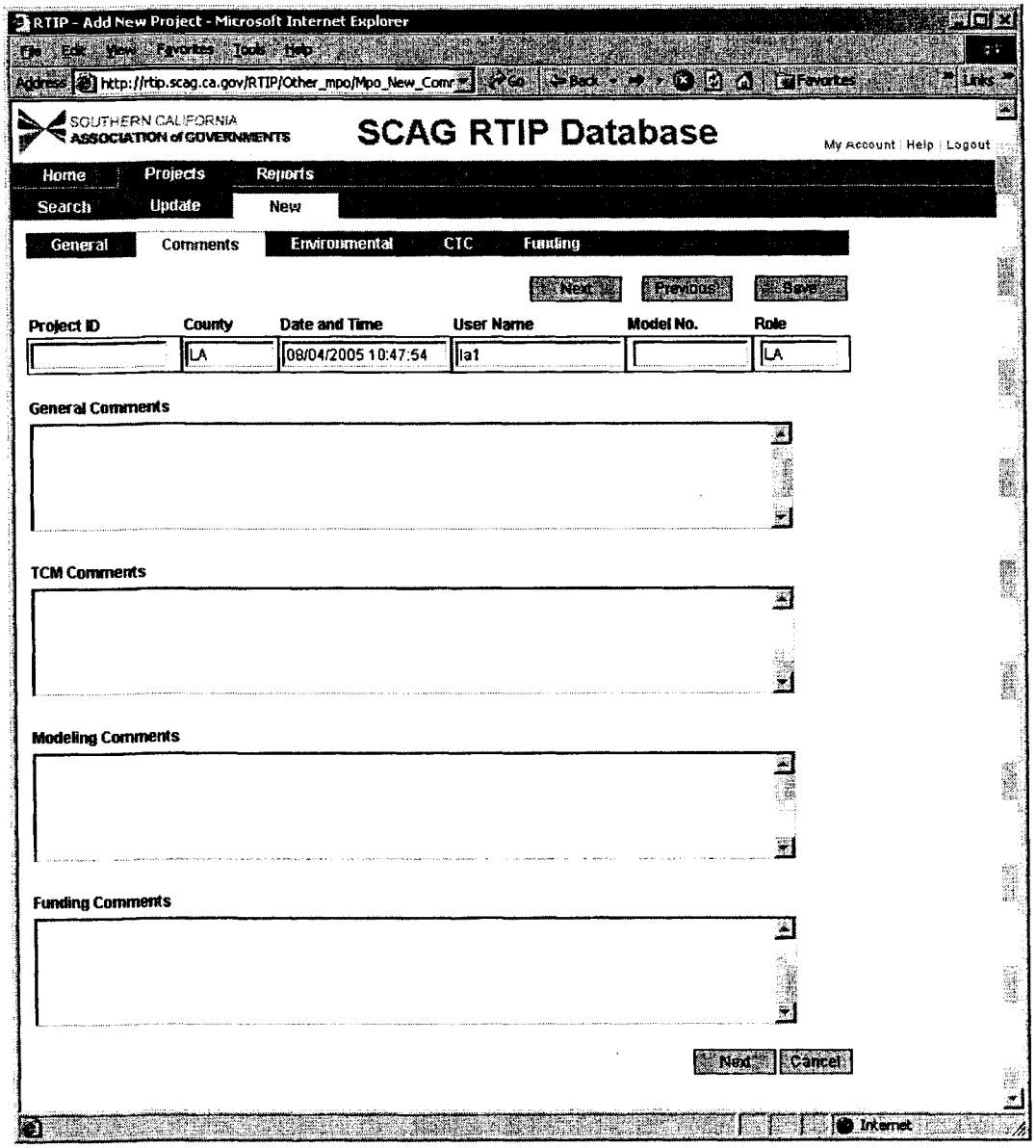


Table 2. Field Required in Project Comments Screen

Fields Required	Description and Instructions
Project ID	The RTIP project number will be automatically populated.
County	The county name will be automatically populated based on user name.
Model No.	The model number will be automatically populated.
General Comments	Enter general comments here, if applicable.
TCM Comments	Enter the timely implementation project status information here, if applicable.
Modeling Comments	Enter detailed modeling information in here, if applicable.
Funding Comments	Enter funding related comments here, if applicable.

Figure 3. Environmental Information Screen

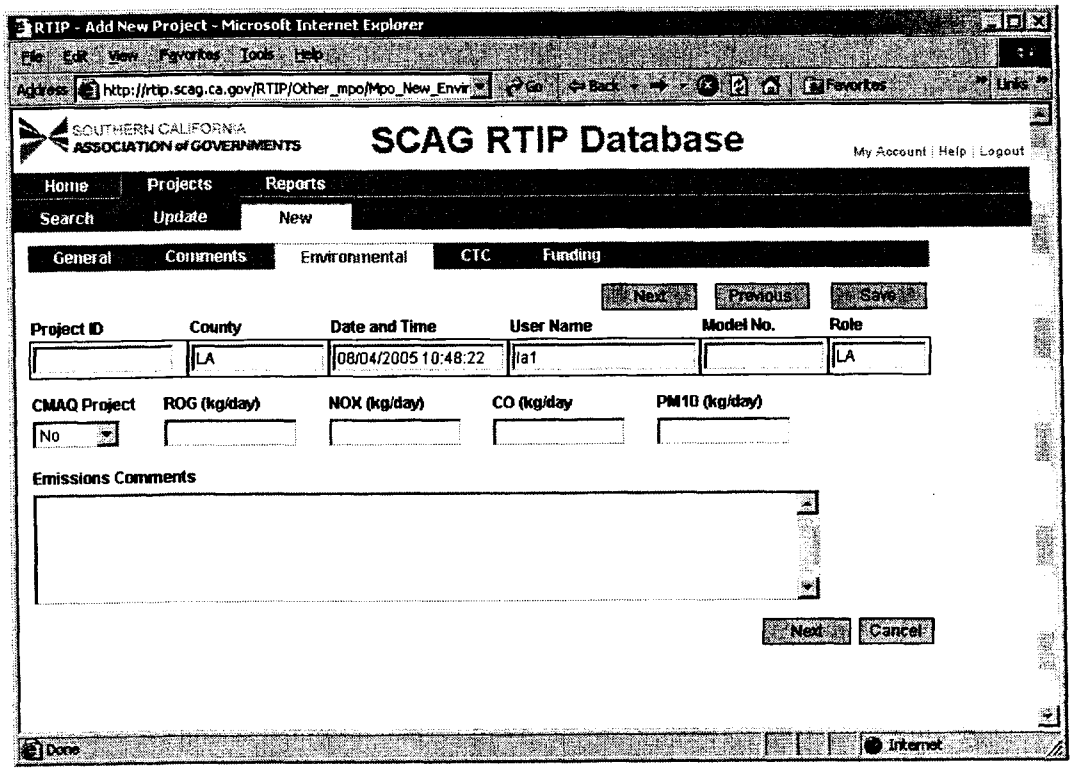


Table 3. Field Required in Project Environmental Information Screen

Fields Required	Description and Instructions
Project ID	The RTIP project number will be automatically populated.
County	The county name will be automatically populated based on user name.
Model No.	The model number will be automatically populated.
CMAQ Project	Select "Yes" from the drop-down menu if this is a CMAQ project. The default is "No."
ROG (kg/day)	Enter the amount of ROG emission.
NOX (kg/day)	Enter the amount of NOX emission.
CO (kg/day)	Enter the amount of CO emission.
PM10 (kg/day)	Enter the amount of PM10 emission.
Modeling Comments	Enter modeling related comments here, if applicable.
Emission Comments	Enter emission-related comments here, if applicable.

Figure 4. California Transportation Commission (CTC) Information Screen

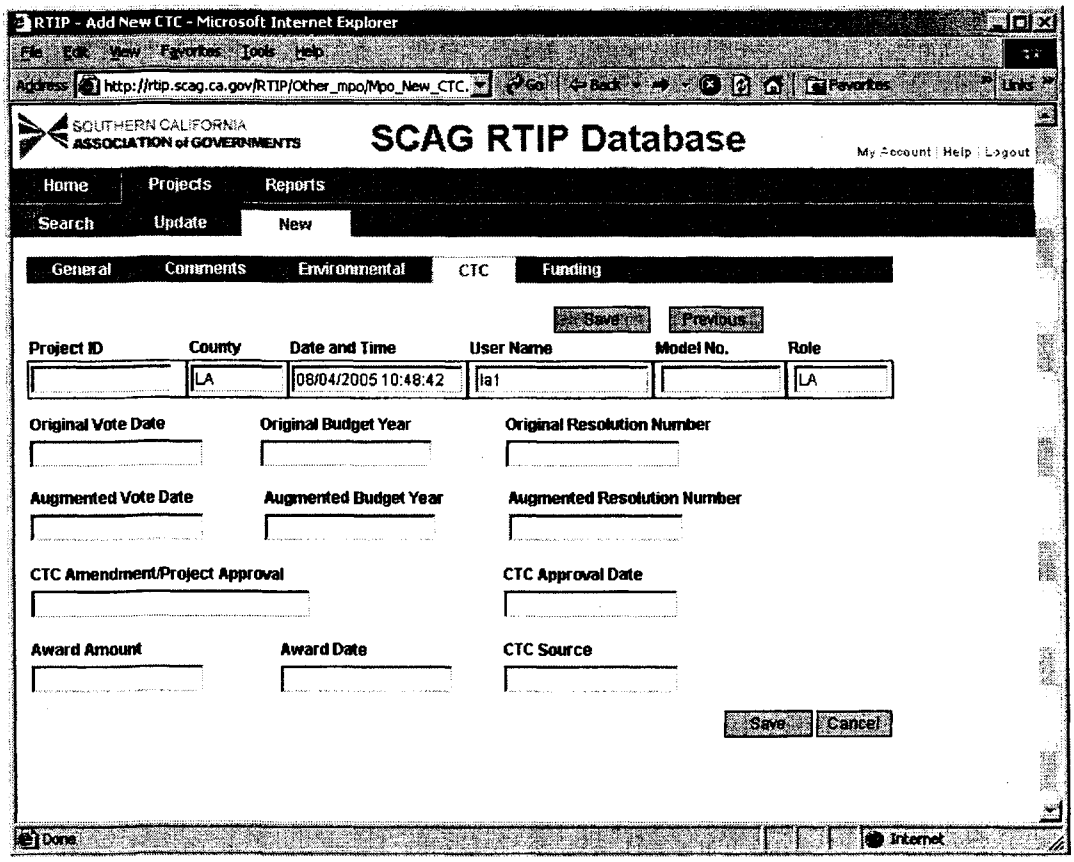


Table 4. Field Required in California Transportation Commission (CTC) Information Screen

Fields Required	Description and Instructions
Project ID	The RTIP project number will be automatically populated.
County	The county name will be automatically populated based on user name.
Model No.	The model number will be automatically populated.
Original Vote Date	Enter original vote date provided by CTC.
Original Budget Year	Enter original budget year provided by CTC.
Original Resolution Number	Enter original resolution number provided by CTC.
Augmented Vote Date	Enter augmented vote date provided by CTC.
Augmented Budget Year	Enter augmented budget year provided by CTC.
Augmented Resolution Number	Enter augmented resolution number provided by CTC.
CTC Amendment/Project Approval	Enter CTC amendment number or CTC project approval provided by CTC?
CTC Approval Date	Enter CTC approval date provided by CTC.
Award Amount	Enter CTC award amount provided by CTC.
Award Date	Enter CTC award date provided by CTC.
CTC Source	? provided by CTC.

Figure 5. Project Funding Information Screen

RTIP - Add New Project - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Address http://rtip.scag.ca.gov/RTIP/Other_mpo/Mpo_New_Fund

General | Comments | Environmental | CTC | Funding

Project ID *	County	Date	User Name	Model No.	Role
	LA	08/04/2005	la1		LA

Select Range of Fiscal Years 2005 To 2010 Go Save Cancel

Fund Type 1 Select an option Calculate Totals

Fiscal Year	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Sub Total
ENG							
ROW							
CON							
Total							

Fund Type 2 Select an option Calculate Totals

Fiscal Year	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Sub Total
ENG							
ROW							
CON							
Total							

Fund Type 3 Select an option Calculate Totals

Fiscal Year	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Sub Total
ENG							
ROW							
CON							
Total							

Obligated Fund Type 1 Select an option Calculate Totals

Fed ID FTA Grant #

Fiscal Year	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Sub Total
ENG							
ROW							
CON							
Total							

Obligated Fund Type 2 Select an option Calculate Totals

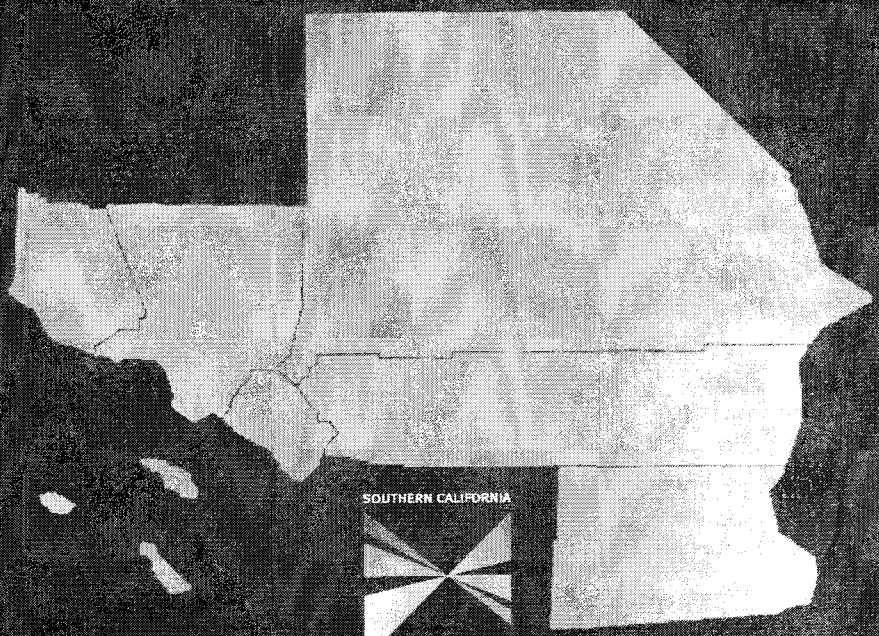
Fed ID FTA Grant #

Fiscal Year	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	Sub Total
ENG							

Done Internet

Table 5. Field Required in Project Funding Information Screen

Fields Required	Description and Instructions
Project ID	The RTIP project number will be automatically populated.
County	The county name will be automatically populated based on user name.
Model No.	The model number will be automatically populated.
Select Range of Fiscal Years	Select fiscal years in six-year increment for entering the fund data.
Fund Type	Select the fund type from the drop-down menu. Program the dollar amounts (in 000s) in the appropriate grid section. Repeat steps if more than one fund source.
Obligated Fund Type	Select the obligated fund type from the drop-down menu. Program the dollar amounts (in 000s) in the appropriate grid section. Repeat steps if more than one obligated fund source.



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