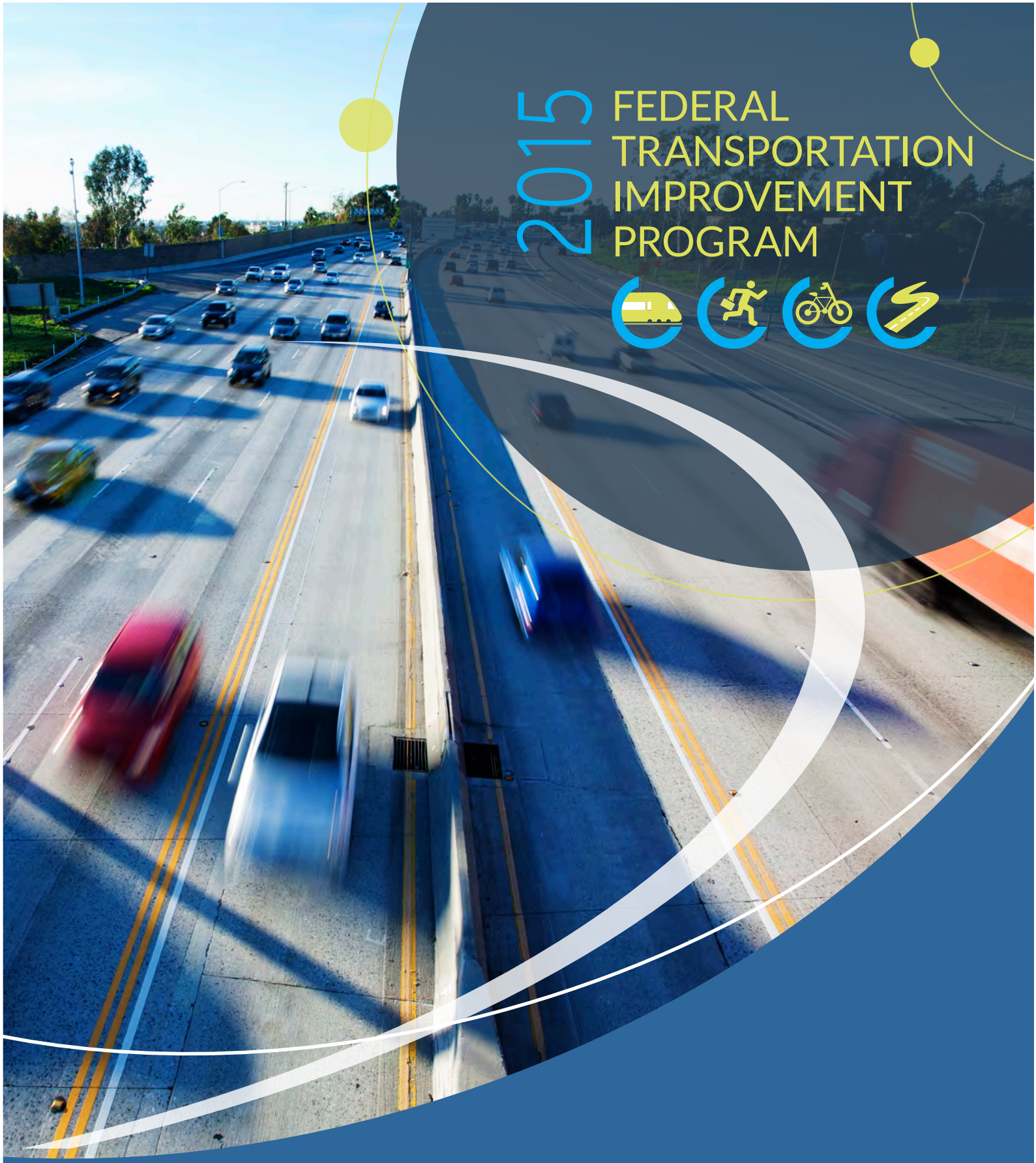

2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

GUIDELINES

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2015
FEDERAL
TRANSPORTATION **I**MPROVEMENT
PROGRAM
(**FTIP**)

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 Moving Ahead for Progress in the 21st Century Act (MAP-21).

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I. Policy and Requirements

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I. POLICY AND REQUIREMENTS

A. Introduction

These 2015 Federal Transportation Improvement Program (FTIP) Guidelines have been prepared to facilitate the work of the County Transportation Commissions (CTCs) (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties), transit operators, and the State of California Department of Transportation (Caltrans) in development of county Transportation Improvement Programs (TIPs) for inclusion in the Southern California Association of Governments (SCAG) 2015 FTIP. These Guidelines assist in the development of the county TIPs that fulfill the legal, administrative and technical requirements prescribed by the law and which minimizes duplicate efforts by the CTCs, Caltrans, SCAG and/or other agencies.

The development of the 2015 FTIP Guidelines comes at a time when an emphasis on system performance and sustainability are at the forefront. MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), signed into law by President Obama on July 6, 2012, heralds a new era that restructures several funding programs and initiates a performance based approach for transportation decision-making. At the state level, Assembly Bill (AB) 32 (Global Warming Solutions Act of 2006) and Senate Bill 375 (Sustainable Communities and Climate Protection Act of 2008) aim to reduce greenhouse gas emissions within the State. Such changes in federal and state policy will impact the FTIP. Unfortunately, implementing guidance for incorporating these policy changes is not yet available. Therefore, SCAG must ensure that the projects selected by the CTCs comply with the policy changes resulting from MAP-21 and support the intent of improved system performance and sustainability while creating a transportation network that meets the needs of the general public, the primary users of the transportation system (see also information Section H (page 7 of these guidelines) related to the State Transportation Improvement Program (STIP) and the recently adopted 2014 STIP Guidelines).

The FTIP is the document prepared by a metropolitan planning organization (MPO) that lists projects to be funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds for the next one- to four-year period. The FTIP is the process by which the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is implemented. It does so through providing an orderly allocation of federal, state and local funds for use in planning and building specific projects. The FTIP is required to advance the RTP by programming the projects 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 to help reduce air pollution.

The FTIP is not the first step towards project selection and implementation, but a process in which projects secure federal and state funds for implementation. The 2015 FTIP is the list of projects, using a combination of federal, state, and local funds that will implement a four year period consistent with SCAG's long range plan, the 2012 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS). Like the RTP, the FTIP is dynamic. Changes to the FTIP happen a lot more frequently to accommodate changes in funding, project schedules, and even changes to a CTCs' priorities. This ability to "amend" projects allow for flexibility as thousands of projects in the region are all at different stages of planning and construction. Ultimately these projects will be built to further enhance the transportation network.

Development of these guidelines is the first step in drafting the 2015 FTIP. It provides the framework and federal, state, and SCAG's requirements in developing the FTIP for the SCAG region. The following sections provide detail as to what is required when programming projects in the FTIP and functions as a primer for the CTCs for submittal of projects into the FTIP. **It should be noted that references to MAP-21 in these guidelines reflect the programmatic structure established in this new law and applicable, current regulations under 23 CFR Part 450 (new implementing regulations have not yet been promulgated by FHWA/FTA).**

B. General Overview of FTIP Process

SCAG is required under both federal and state law to develop an FTIP (23 U.S.C. §134 (j) and 49 U.S.C. § 5303(j); 23 CFR Part 450; Cal. Government Code §14527, 65082 and Cal Public Utilities Code §130301 et seq.). The FTIP is the short-range program that implements the long-range RTP/SCS to accomplish improvements in mobility and air quality. SCAG is the MPO designated pursuant to federal law and transportation planning agency (and multi-county designated transportation planning agency) designated under state law for the six-county Southern California region. SCAG's planning boundaries encompass the following counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG develops the FTIP in cooperation with the State (Caltrans), the CTCs, and public transit operators. Federal and state requirements applicable to the development of the FTIP include but are not limited to the following:

- Required under federal law to be updated at least every four years, approved by SCAG, and approved by the Governor. Pursuant to state law, SCAG updates the FTIP every two years.

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

- Consistent with SCAG's RTP/SCS as the FTIP implements the projects and programs in the plan.

- Compatible with the STIP development and approval process (see page 7 for discussion of the STIP process).

- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas. In the South Coast Air Basin and in Ventura County, the FTIP shall give priority to eligible Transportation Control Measures (TCMs) identified in applicable State Implementation Plans (SIPs) in accordance with the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR Part 93) and shall provide for their timely implementation. TCMs are transportation projects and programs that are identified in applicable SIPs to help reduce air pollution from mobile sources. The 2015 FTIP must pass the five federal transportation conformity tests, including timely implementation of TCMs, regional emissions analysis, fiscal constraint, interagency consultation, and consistency with the RTP/SCS.

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

These and other federal and state-mandated FTIP requirements are described in the sections that follow. Also described in these Guidelines is the process for implementing the FTIP program in the SCAG region in accordance with state and federal rules. The schedule for processing the 2015 FTIP is provided on page 23. A flow chart of the FTIP Development Process is provided on page 22.

C. FTIP Period

The FTIP must cover a period of not less than four years but may cover a longer period. The SCAG 2015 FTIP covers a six-year period, from October 1, 2014 (FFY14/15) to September 30, 2020 (FFY19/20). Projects listed in the last two years of the FTIP (FFY18/19 & FFY19/20) will be considered informational consistent with federal regulations. The FTIP program years coincide with the federal fiscal year (FFY) budget cycle which begins October 1st and ends September 30th of the following year.

MAP-21 provides funding at over $105 billion for FFY 2013 and FFY 2014. A reauthorization or extension of the current transportation bill is expected to take place prior to the beginning of FFY 2015.

The frequency and cycle for updating the FTIP 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 2014 STIP Program will cover the five-year period from July 1, 2014 (FY14/15) to June 30, 2019 (FY18/19), and falls entirely within the SCAG 2015 FTIP six-year period.

D. Policy Guidelines

- The FTIP is the primary means of implementing the RTP/SCS.

- To ensure consistency with the RTP/SCS, staff will compare FTIP projects with the first 5 and 10-year implementation schedules of the RTP/SCS.

- Timely implementation of committed TCM projects is required for conformity findings in South Coast Air Basin (SCAB) and Ventura County/South Central Coast Air Basin (VC/SCCAB). TCM projects must be programmed prior to programming other capacity increasing projects.

- Each project in the County TIP submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with MAP-21. Each FTIP project must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP/SCS.

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

- In accordance with MAP-21, projects, once implemented must be designed to make progress toward achieving performance targets established pursuant to forthcoming federal guidance. (Once performance criteria is established, the criteria will be presented to the Regional Council prior to amending the FTIP guidelines to include such criteria.)

- To ensure successful compliance with SB 375, SCAG in collaboration with the CTCs shall work to achieve full compliance with the approved SCS. The CTCs will ensure that transportation infrastructure investments proposed in the counties' individual Long Range Transportation Plans (LRTP) shall compliment strategies identified in SCAG's RTP/SCS.

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 FTIP must also consult with the CTCs and Caltrans.

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

Compliance with AB 1246 is handled through the Regional CEO's committee. This committee includes the CEOs of the CTCs and the Department of Transportation. The draft FTIP is presented to this committee for review and comment prior to SCAG RC adoption.

F. SB 375 Sustainable Communities Strategy (SCS)

With the advent of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), Metropolitan Planning Organizations (MPOs) such as SCAG must demonstrate a relationship between the Regional Transportation Plan (RTP) and land use planning. The result, an RTP/SCS that identifies opportunities to develop housing and commercial centers along planned transportation networks. In effect, this will reduce greenhouse gas (GHG) emissions from passenger vehicles by lessening the distances traveled for work, school, or recreation. SB 375 does mandate that the SCS reduce GHGs by 2020 and 2035 and charges the California Air Resources Board (ARB) to establish GHG emission targets. The ARB must review the emission targets and approve the SCS for each of the MPOs throughout the State.

On April 4, 2012, SCAG adopted the first 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's SCS includes specific actions and strategies that focus on five key areas: land use, the transportation network, transportation demand management, transportation system management (TSM), and clean vehicle technology. On June 4, 2012, under Executive Order G-12-039, ARB accepted SCAG's quantification of GHG emission reduction based on the strategies SCAG identified in the RTP/SCS. ARB confirmed that SCAG's RTP/SCS would be able to achieve a nine percent per capita reduction in GHG emissions by 2020 (up from the original eight percent first presented in the draft RTP/SCS due to modifications made to the plan after public comment) and a 16 percent per capita reduction by 2035.

After approval of the 2012 RTP/SCS, SCAG created six subcommittees responsible for implementing the 2012 RTP/SCS and identifying a policy framework for development the 2016 RTP/SCS. These subcommittees included industry experts, non-profit organizations, and local elected officials that reported to SCAG's policy committees. The six subcommittees, Active Transportation, Goods Movement, High-Speed Rail and Transit, Transportation Finance, Sustainability, and Public Health Subcommittees developed recommendations which were considered by SCAG's policy committees. The policy committees forwarded approved recommendations to the Regional Council, which adopted the recommendations as a starting point in development of the 2016 RTP. Including an all-encompassing group of participants demonstrates that the road to sustainability is a collaborative effort.

SCAG will ensure that the FTIP achieves transportation conformity as mandated by federal agencies. It is through this resolution that the FTIP conforms with the RTP/SCS consistent with Government Code Section 65080(b)(2)(B)(viii) and the Clean Air Act, (p. 142, 2012 SCAG RTP/SCS). If the State requires a nexus between the FTIP and SCS and provides direction on how to achieve this relationship, SCAG will present this item to the Regional Council before amending the FTIP guidelines to incorporate such guidance.

G. Purpose of Environmental Documents to Programming

Many transportation projects require environmental approval via either the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA) process to satisfy federal and/or state regulations. These approvals are required so that projects can proceed forward from the planning stages to subsequent phases such as final design, right-of way (ROW) acquisition, and construction. While projects that are smaller in scope are usually exempt from complex environmental analysis, larger projects and projects that will require federal approvals need thorough analysis to ensure that impacts to the environment are

minimized. Federal environmental documents will not be approved unless the project appears in the FTIP[1]. Therefore it is important that the environmental process is captured in the FTIP. To program environmental documents in the FTIP, refer to page 62 in the Programming Section of these Guidelines.

While it is not uncommon for a project to undergo both the federal (NEPA) and state (CEQA) environmental review processes concurrently, there are two attributes that can determine if the project will require federal approval of its environmental analysis. The first attribute is if the project receives federal funding. A majority of the projects in the FTIP are funded with federal dollars and thus must undergo the NEPA process and receive federal approval of its environmental document. Another attribute is if the project requires interstate access approval.

In order for federal projects to receive NEPA clearance, all project phases that fall within the four-year timeframe of the FTIP must be programmed in the FTIP. In addition, project scope and cost estimates in the environmental document must be consistent with the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) and the FTIP to receive the appropriate environmental clearance from the Federal agencies.

Instances do occur where a project sponsor will forego the NEPA process for a regionally significant project because the project will not utilize federal funds or require federal approval. However, projects are still subject to CEQA, a state statute that requires project sponsors to identify the environmental impacts of a project or program of projects. These projects must be programmed in the FTIP as stated by title 23 CFR Part 450.324(d). All regionally significant projects must be in the FTIP.

Regardless of which environmental review process is initiated, the information must be included when programming projects in the FTIP. Not only is it required for federal approval of the environmental document, it also assists in developing the baseline scenarios for the regional emissions analysis. Therefore, it is important that accurate information for the environmental document and approval date is entered into the FTIP database.

[1] Environmental documents through NEPA such as the EIS and a FONSI or a CE will not be approved if the project is not in a federally approved FTIP.

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	CATEGORICAL EXCLUSION -- NEPA	NEPA (FEDERAL)
EA/APPROVAL	ENVIRONMENTAL ASSESSMENT/ -- NEPA	
EA/FONSI	ENVIRNOMENTAL ASSESSMENT/FINDING OF NO SIGNIFICANT IMPACT -- NEPA	
EA/NOI	ENVIRONMENTAL ASSESSMENT/NOTICE OF INTENT TO PREPARE EIS -- NEPA	
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT -- NEPA	
FEIS/ROD	FINAL ENVIRONMENTAL IMPACT STATEMENT/RECORD OF DECISION -- NEPA	
CE	CATEGORICAL EXEMPTIONS -- CEQA	CEQA (STATE)
IS/ND	INITIAL STUDY/NEGATIVE DECLARATION -- CEQA	
IS/NOP	INITIAL STUDY/NOTICE OF PREPERATION OF EIR -- CEQA	
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT – CEQA	
FEIR/NOD	FINAL ENVIRONMENTAL IMPACT REPORT/NOTICE OF DETERMINATION -- CEQA	
EA/IS	ENVIRONMENTAL ASSESSMENT/INITIAL STUDY – JOINT NEPA/CEQA	JOINT NEPA/CEQA
DEIS/DEIR	DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT – JOINT NEPA/CEQA	
FEIS/FEIR	FINAL ENVIRONMENTAL IMPACT STATEMENT/FINAL ENVIRONMENTAL IMPACT REPORT – JOINT NEPA/CEQA	

H. The State Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) is required to adopt and submit a STIP to the legislature and the Governor by April 1 of each even-numbered year. The STIP contains a list of all capital improvement projects to be funded with Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds. On July 15 of each odd-numbered year, Caltrans is required to submit a proposed fund estimate of STIP funds available for the five-year period for the STIP. The CTC is required to adopt the five-year estimate by August 15 of the same year.

Pursuant to Cal. Government Code 14527(a), “After consulting with the department [Caltrans], the regional transportation planning agencies and county transportation commissions shall adopt and submit to the commission [California Transportation Commission] and the department [Caltrans], not later than December 15, 2001, and December 15 of each odd-numbered year thereafter, a five-year regional transportation improvement program in conformance with

Section 65082. In counties where a county transportation commission or authority has been created --- the commission or the authority shall adopt and submit the county transportation improvement program, in conformance with Sections 130303 and 130304 of that code, to the multicounty designated transportation planning agency [SCAG]."

A copy of the County Transportation Commission's draft STIP must be transmitted to SCAG's FTIP section at the same time it is sent to the CTC.

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

- The STIP will be limited to projects that are expected to receive an allocation of STIP funds from the Commission within the STIP five-year period.

- The STIP submittal may not change the project delivery milestone date of any project as shown in the adopted STIP without the consent of Caltrans or the project lead.

- Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to reflect "year of expenditure dollars."

- Proposed STIP projects must be consistent with the RTP and subject to conformity requirements.

- New projects must have completed a Project Studies Report (PSR) or a PSR-equivalent for projects not on the state highway system.

Projects to be included in the FTIP for implementation (construction) must have undergone the environmental and design phases required by Federal Highway Administration/Federal Transit Administration (FHWA/FTA) (unless 100% state funded) and the state process. Major construction projects require a completed multi-modal alternative analysis through NEPA.

Per the 2014 STIP Guidelines adopted recently on August 6, 2013 by the CTC, MAP-21 has eliminated the Transportation Enhancement (TE) program and in its place created the Transportation Alternatives Program (TAP). Existing TE projects may remain in the STIP as long as the projects are eligible for State Highway Account or Federal funds. This rule applies to both the Regional Improvement Program (RIP) and the Interregional Improvement Program (ITIP). New bicycle and pedestrian projects may be programmed by a region and Caltrans respectively, in the RIP and ITIP as these projects may be funded with State Highway Account or Federal funds.

In addition, the 2014 STIP Guidelines adds a requirement for a quantitative or qualitative assessment for how the FTIP will facilitate implementation of the policies and projects in an adopted sustainable communities strategy. Specifically, the 2014 STIP Guidelines provides as follows: "Each region with an adopted sustainable communities strategy will include a discussion of how the RTIP relates to its sustainable communities strategy. This may include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the policies and projects in the sustainable communities strategy and should identify any challenges the region is facing in implementing its sustainable communities strategy." This new requirement is in line with the growing planning emphasis on sustainability. SCAG will work with the CTCs to fulfill this requirement as part of the 2015 FTIP.

I. The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG prepares the long-range 30-year RTP every four years in accordance with state and federal requirements [Cal. Government Code 65080; 23 U.S.C. § 134 et seq.]. This plan is adopted by the Regional Council and transmitted to the state and federal agencies for review. Both the FHWA and FTA review the RTP/SCS to ensure that the document conforms to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. With the inclusion of the SCS, the California Air Resources Board must review SCAG's GHG reduction quantification and approve or reject SCAG's quantification determination. Upon completion of ARB's review and the acceptance of the SCS, the Executive Officer is authorized to accept SCAG's SCS as a strategy that will achieve the GHG targets established by the ARB. Therefore, the 2012 RTP/SCS will serve as the basis for the development of the 2015 FTIP.

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. CTCs 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 2013 FTIP 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. Should these projects cross a model horizon year (due to project advancement or delay), the project must be amended in the model.

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

2012 RTP actions and targets for implementation of Transportation Demand Management (TDM) and Non-Motorized Investments should be used for development of the 2015 FTIP. Implementation of the goals listed below should be programmed in the 2015 FTIP:

- Program public funds in the FTIP to help maintain the public sector share of the existing rideshare market and to increase the number of carpools
- Identify current dedicated funding sources and work with county transportation commissions and partners on identifying additional new funding sources.
- Encourage the addition of dedicated bicycle facilities where appropriate and safe.
- Encourage pedestrian and bicycle safety in all maintenance projects where new striping will be required or existing striping is to be replaced.
- Encourage the use of intersection control devices that detect bicyclists, particularly left turn signals.

2012 RTP Rideshare/TDM/Non-Motorized/ITS Amounts - Regional Totals for FY 2014/15 to FY 2019/20[2]

Program	**Investment (in Thousands)**
Non-Motorized (Active Transportation)	$503,593
Rideshare & Transportation Demand Management Strategies	$243,561
Transportation System Management (including Intelligent Transportation Systems)	$1,441,938

J. 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), which is a voluntary corridor study or alternatives analysis that can include 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 typically 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.

In 2010, in response to changes in federal legislation and metropolitan planning requirements, SCAG updated its RSTIS process to provide for a voluntary forum for coordination and discussion around the preparation of major corridor studies. This process helps to ensure that: regional partners are informed regarding major corridor studies and area plans underway in the SCAG region; these studies include consideration of how projects support regional goals and objectives; and these studies are prepared in a manner consistent with recent Federal guidance and state legislation. In particular, the revised RSTIS process provides a forum for identifying where linkages between major corridor studies and NEPA analysis can be strengthened.

The RSTIS provides a process to refine or update the RTP/SCS for regionally significant transportation corridor projects. Therefore, a RSTIS originates from the regional planning process and will be guided by it. Since a RSTIS is a component of the RTP/SCS planning process, the regionally significant alternatives should be evaluated by the RTP/SCS performance measures in order to be considered for incorporation in the RTP/SCS. The RTP/SCS includes alternative modes and technology (intelligent transportation systems, highways (new capacity and HOV), transit (high speed rail, heavy rail, light rail, rapid bus) and non-motorized transportation systems, general alignment, number of lanes, the degree of demand management and operating characteristics).

A RSTIS or other analyses are appropriate when regionally significant investments in the RTP/SCS do not have complete environmental analysis, design concept and scope (mode and

[2] Figures obtained from the 2012 RTP/SCS Expenditures table

alignment not fully determined). In cases requiring further analysis, the RTP/SCS 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. In either case, the RTP/SCS will assume and identify sufficient detail to provide a plan conformity determination.

Sponsors of RSTIS projects are asked to present project information to SCAG's Transportation Working Group (TWG). At the conclusion of the RSTIS process, the project sponsor should coordinate with SCAG to determine whether an RTP/SCS amendment is appropriate and necessary. The results of the RSTIS will help lead to a decision by SCAG, in cooperation with participating public and private organizations, on the design concept and scope of the investment for the RTP/SCS. The preferred alternative of a RSTIS must meet the performance and financial criteria established by the RTP/SCS, and it must be approved by the Regional Council before being included in the RTP/SCS and FTIP.

K. Strategic Highway Safety Plan (SHSP) Related Plans and Programs

As required by the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21), the California Department of Transportation led the effort to develop the statewide Strategic Highway Safety Plan (SHSP) to identify key safety needs of the State and strategies that address these needs. California's SHSP was completed in September 2006 and is due to be updated in the next few years.

Under MAP-21, the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning and review processes, and programs, as appropriate. Highway Safety Improvement Projects (HSIP) must be consistent with the California SHSP.

As referenced in the Regional Transportation Plan (RTP), the CTCs are encouraged to address the SHSP challenges when submitting a project into the FTIP. Relevant SHSP challenges are as follows:

- Reduce Impaired Driving Related Fatalities
- Reduce the Occurrence and Consequence of Leaving the Roadway and Head-on Collisions
- Ensure Drivers are Properly Licensed
- Increase Use of Safety Belts and Child Safety Seats
- Improve Driver Decisions about Rights of Way and Turning
- Reduce Young Driver Fatalities
- Improve Intersection and Interchange Safety for Roadway Users
- Make Walking and Street Crossing Safer
- Improve Safety for Older Roadway Users
- Reduce Speeding and Aggressive Driving
- Improve Commercial Vehicle Safety
- Improve Motorcycle Safety
- Improve Bicycling Safety
- Enhance Work Zone Safety
- Improve Post Crash Survivability
- Improve Safety Data Collection, Access, and Analysis
- Reduce Distracted Driving (new)

L. Consultation (Interagency) and Public Involvement

Ongoing public involvement and interagency consultation are required in transportation planning. SCAG, the CTCs, the Department of Transportation, and other stakeholders collaboratively provide opportunities for meaningful public participation and effective interagency consultation. Federal regulations, including MAP-21, the Clean Air Act, the Transportation Conformity Rule, and the Americans with Disability Act (ADA) stipulate that public involvement in the transportation improvement program's development and approval process includes certain targeted groups.

The determination of how effectively the responsible planning agencies have provided opportunities for public input and whether the process meets the interagency consultation requirements of EPA's Transportation Conformity Rule is one of the factors used to determine conformity and in the allocation of federal funds for local, regional and state transportation projects and programs.

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

The California Public Utilities Code 130059 (AB 1246 Process) requires SCAG to convene at least two meetings annually comprised of representatives from the six commissions, 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 FTIP. If any conflicts arise with the CTCs' programs (for example, inter-county issues, financial constraint, or inconsistency with the 2012 Regional Transportation Plan policies, programs or projects) then SCAG will convene a subsequent meeting with the affected CTC(s) to discuss the issue.

The Public Participation Plan (PPP) serves as a guide for SCAG's public involvement process. The Plan provides information on federal and state mandates for soliciting input from the public; consultation requirements for State and local agencies; and SCAG's approach towards ensuring public participation at all levels of plan and program development. The Public Participation Plan is available on SCAG's website at:

http://scag.ca.gov/publicparticipationplan/pdf/adoptedPPPAmend3_010512.pdf

It should be noted that Amendment 4 of the Public Participation Plan is under development. The document will undergo a public review process by the end of calendar year 2013.

The CTCs' 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' public involvement process should provide for:

- Early and continuing public involvement opportunities throughout the transportation planning and programming process;

- 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;

- Reasonable public access to technical and policy information used in the development of the transportation improvement program;

- 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;

- A process for demonstrating explicit consideration and response to public input during the transportation improvement program development process;

- 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,

- A comment period of at least thirty days and two formal public hearings prior to adoption of the transportation improvement program.

M. Regional Funding Priorities

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

In the South Coast Air Basin (SCAB) and Ventura County/South Central Coast Air Basin (VC/SCCAB), Transportation Control Measures (TCMs) programmed for implementation in the first two years of the FTIP 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 of the FTIP. More information on TCMs can be found under Section IV of these guidelines.

N. Project Selection, Project Programming, and Expedited Project Selection Procedures Criteria

1. Project Selection

The FTIP follows the same "bottom-up" principle that guides the development of the RTP. The CTCs along with local jurisdictions are solely responsible for selecting projects that are submitted to SCAG for recommended inclusion into the FTIP. The process for receiving federal and state[3] dollars is an arduous journey before funds are awarded to a project and expended. The process begins at the CTC level in which projects are nominated by local jurisdictions and selected by the County. The CTCs develop criteria that determine which projects best enhance

[3] Similar to 100% locally funded projects, projects that are fully funded with State funds do not have to be in the FSTIP unless the projects are regionally significant and/or are capacity-enhancing.

the transportation network and addresses the region's goals of improving mobility and promoting sustainability. The end result is the individual County Transportation Improvement Program or County TIPs, the building blocks of SCAG's FTIP.

AB1246 (PUC § 130059) created the CTCs and its relationship with SCAG. PUC § 130304 provides additional direction in which the CTCs are responsible for developing the County TIPs and submitting it to SCAG.

> The county transportation commission shall submit the short-range transportation improvement program prepared pursuant to subdivision (b) of Section 130303 to the multicounty designated transportation planning agency. The program shall be the county transportation commission's recommendation to the agency regarding that portion of the regional transportation improvement program with respect to short-range objectives applicable to the county under the jurisdiction of the county transportation commission. The recommended program shall be submitted to the agency in a timely fashion, and the agency shall review and adopt this portion of the regional transportation improvement program in a timely fashion, giving full explanation for any necessary revision of the county transportation commission's recommended program. (PUC § 130304).

The State of California PUC establishes the procedures that SCAG and the County Transportation Commissions must follow in order to submit the County TIPs for inclusion into the FTIP. Ultimately, federal mandate provides direction on project selection. Under 23 U.S.C. 134, project selection procedures for federally funded projects is stated as follows:

> "...Except as otherwise provided in subsection (k)(4) and in addition to the TIP development required under paragraph (1), the selection of Federally funded projects in metropolitan areas shall be carried out, from the approved TIP—(i) by (I) in the case of projects under this title, the State; and (II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and (ii) in cooperation with the metropolitan planning organization." 23 U.S.C 134(j)(5)(A),

2. Project Programming

Programming projects in the FTIP itself is dynamic in that projects are added to the program as funding becomes available. At least every two years, consistent with other MPOs in the State, SCAG updates the FTIP. The following list illustrates the steps from County TIP submittal to approval of SCAG's FTIP.

- The process for updating SCAG's FTIP begins with the publication of the FTIP Guidelines. This document provides guidance to the County Transportation Commissions on how to submit projects to SCAG for inclusion into the FTIP. The document also contains SCAG policy and a synopsis of Federal and State mandates that dictate the procedures that an MPO must follow when developing a transportation improvement program (TIP). It is the counties responsibility to ensure that projects in the county TIP follow federal and state regulations as well as SCAG requirements.

- Submittal of the county TIPs marks the beginning of SCAG's analysis that ensures the projects submitted meet the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations.

- Once SCAG completes its analysis, the FTIP is released for public review. The draft FTIP undergoes a 30-day public review period.

- At the end of the public review, the FTIP is finalized and presented to SCAG's Regional Council for adoption.

- The adopted FTIP is then transmitted to both the State and Federal agencies for review. The State receives all the FTIPs from the MPOs to incorporate the projects into the Federal Statewide Transportation Improvement Program (FSTIP).

- The FSTIP is then transmitted to the Federal agencies for review. The Federal agencies review the FSTIP/FTIP to ensure that it meets national ambient air quality standards (NAAQS) and that the projects meet financial constraint. Should the federal agencies approve the FTSIP/FTIP, a joint letter is issued stating that the FSTIP/FTIP is found to conform to NAAQS and the projects that are in the FSTIP/FTIP meet financial constraint. Projects are now part of an approved FTIP and can begin the obligation process required by the funding agencies.

3. Expedited Project Selection Procedures

The current Code of Federal Regulations, 23 CFR Part 450.330, states the following regarding Expedited Project Selection Procedures (EPSP):

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

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions, and transit operators) developed and agree to the following expedited project selection procedures:

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

Step 1 SCAG receives request to use EPSP for project(s) in the FTIP.

Step 2 SCAG analyzes, discusses with CTC, and takes action on the request for the use of EPSP for project(s) in the FTIP.

Projects from the first four years of the 2015 FTIP have been selected using the project selection procedures.

O. FTIP Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

FTIP Amendments

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

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

Amendments triggered by an RTP amendment must be approved by the Regional Council

FTIP Administrative Modifications

Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) letter dated June 3, 2011, the SCAG Regional Council hereby delegates authority to SCAG's Executive Director to approve FTIP Administrative Modifications consistent with approved FSTIP/FTIP Administrative Modifications and Amendments Procedures and as may be amended (SCAG Resolution #11-532-1). The following procedures apply to this delegation of authority:

- The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- Once the administrative modification is approved by the MPO, the administrative modification will be deemed part of the Federal State Transportation Improvement Program (FSTIP).
- The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to the procedures. Noncompliance with the procedures will result in revocation of the MPO's delegation.

P. 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. These principles 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 CTCs, 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.

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 consistent with MAP-21 which requires multimodal flexibility.

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

5. County TIPs shall be submitted to SCAG and are incorporated into SCAG's Federal TIP. The Federal TIP will be adopted by SCAG's Regional Council following the appropriate interagency consultation, public review and comment period, and the presentation to the AB 1246 CEOs Committee, after which the committee will review the FTIP and submit comments. 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 is unable to reconcile the conflict in a timely manner, recommendations will be made by CEO Committee meeting.

Note: Any amendment to the FTIP 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 FTIP adoption cycle to delete any non-exempt projects.

Q. 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 as well as the ITS Architecture for the county(s) in which the project is based. This requirement is pursuant to 23 CFR Parts 940.9 and 940.11. The most recent updates of the Regional Architecture and County Architectures 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) which can be found at **http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm** and the Caltrans Local Assistance Program Guidelines (LAPG) **http://www.dot.ca.gov/hq/LocalPrograms/lam/lapg.htm** (chapter 13: Intelligent Transportation Systems Program). Some portions of the LAPM and LAPG may have been superseded by Division of Local Assistance Office Bulletins (DLA-OBs). Always check **http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm for any recent policy or procedure updates.**

R. Annual Listing of Projects

MAP-21 requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, MAP-21 also requires a list of projects for bicycle/pedestrian projects for which Federal funds were obligated in the preceding year (23 U.S.C. Section 134 (j)(7)(B)). The listing is available on Caltrans website.

The annual list of projects is produced using SCAG's FTIP database. It should be noted that projects are not selected by SCAG. The local jurisdictions working with the CTCs are responsible for selecting projects and submit these projects through the County TIPs. These projects are funded with federal and state dollars. While some projects funded strictly with local dollars (i.e. sales tax, general fund,or other local sources) can appear in the FTIP, locally funded projects are not required to be in the FTIP unless it is regionally significant. Therefore, a majority of projects in the annual listing are funded by federal and state dollars, with a few exceptions.

S. Congestion Management Process

Congestion Management Plan (CMP) Process

Projects increasing Significant Single Occupancy Vehicle Capacity and the Congestion Management Process.

In the SCAG region, federal regulations stipulates that no federal funds may be programmed for any project that significantly increase Single Occupancy Vehicle (SOV) capacity unless as part of a congestion management process.[4] The FTIP, as the programming document for all federal transportation funds, must be consistent with the regulations.

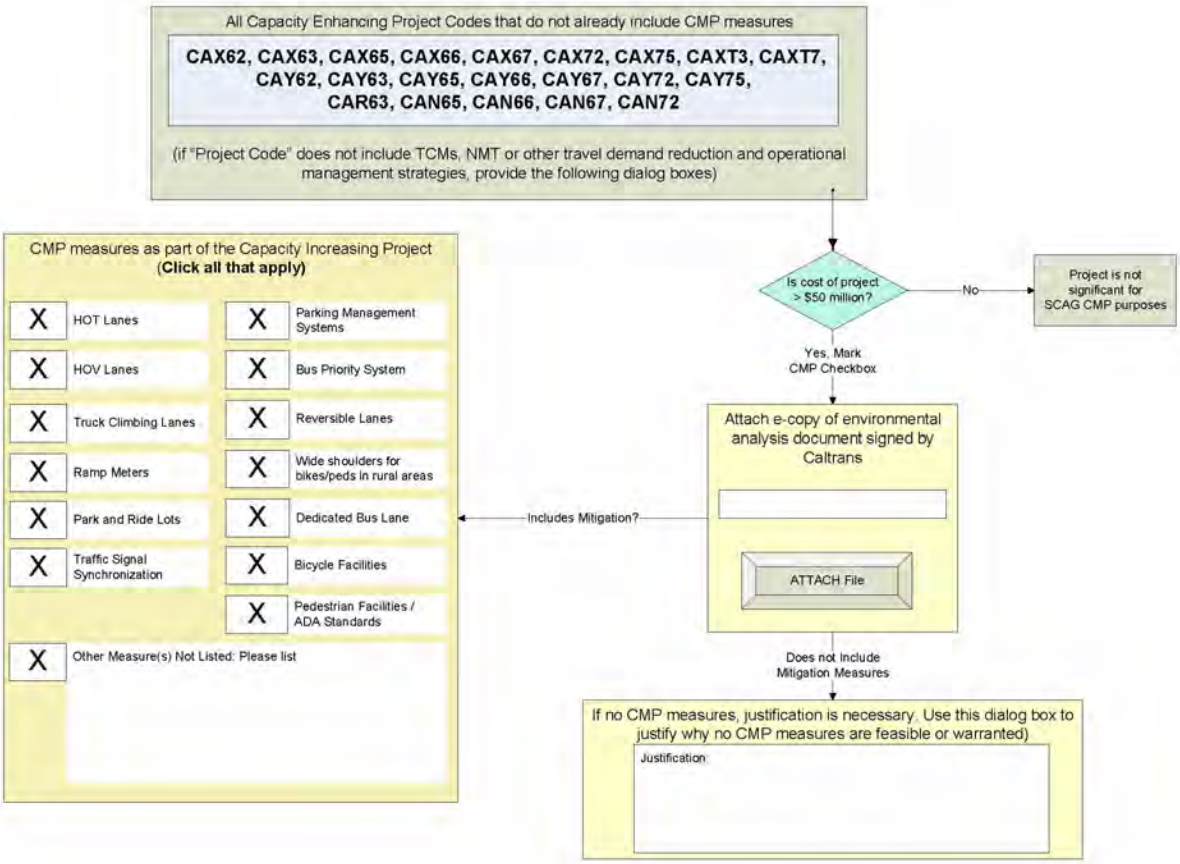
SCAG finds that any SOV capacity increasing project where the cost exceeds $50 million meets the criteria of significant. All FTIP submissions for significant SOV capacity increasing projects over $50 million must include documentation indicating that the project was planned and will be constructed in accordance with the congestion management process as defined in 23 CFR Part 450.320(d) and (e).

In the FTIP submission, if a project increases SOV capacity significantly, enter what travel demand reduction or operational management strategies will be included as part of the project in the submission.

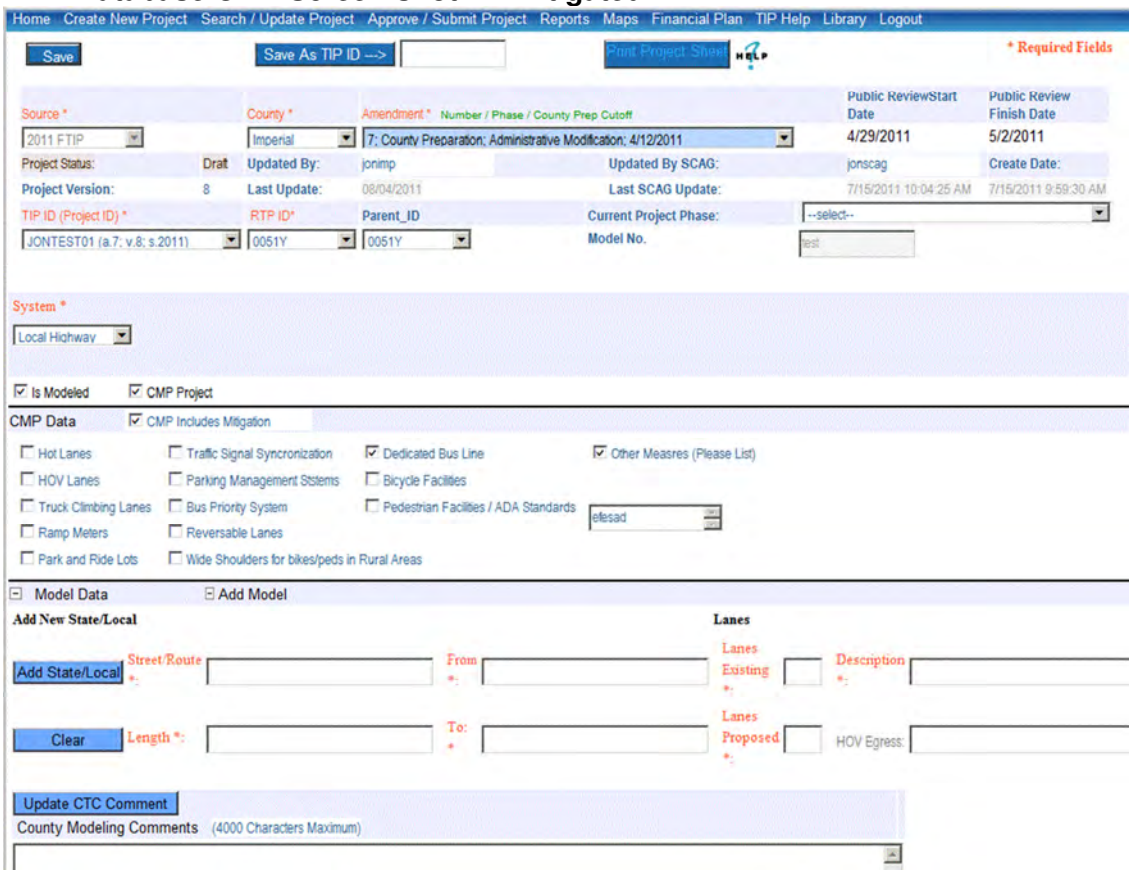
If the new or amended project has an adopted planning and/or environmental document that indicate what demand reduction or operational management strategies were evaluated/incorporated, include a copy of, or link to the document.

[4] 23. CFR Part 450.320

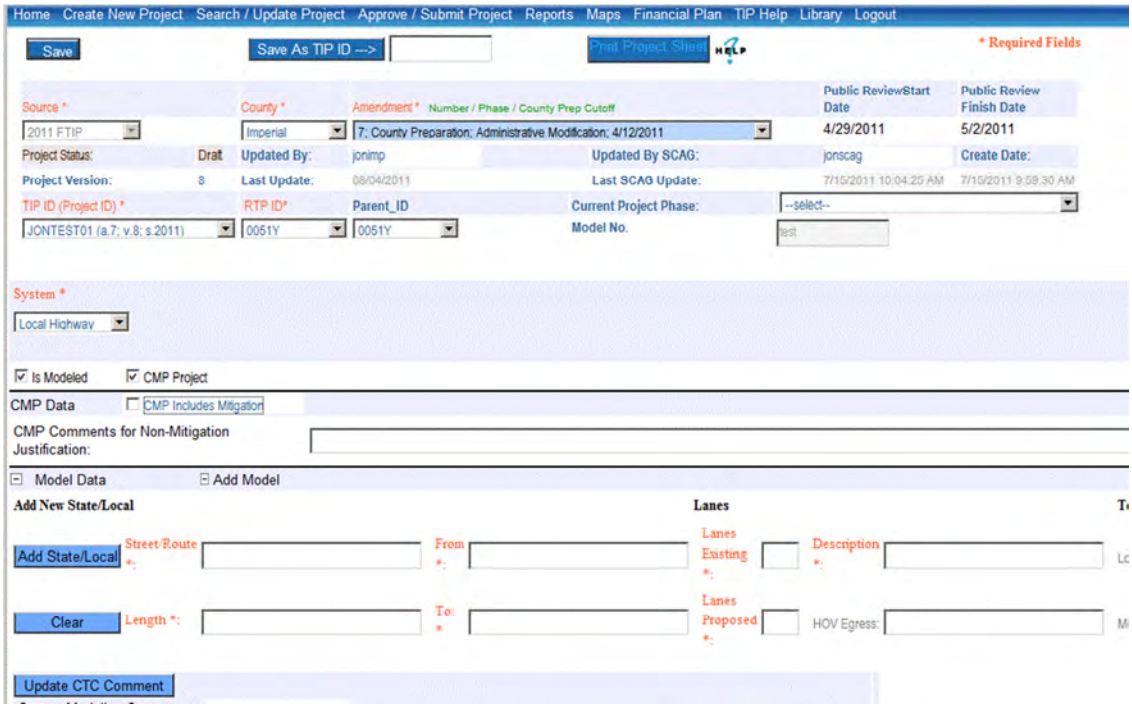
Below is a flowchart showing the required information needed for projects in the CMP:



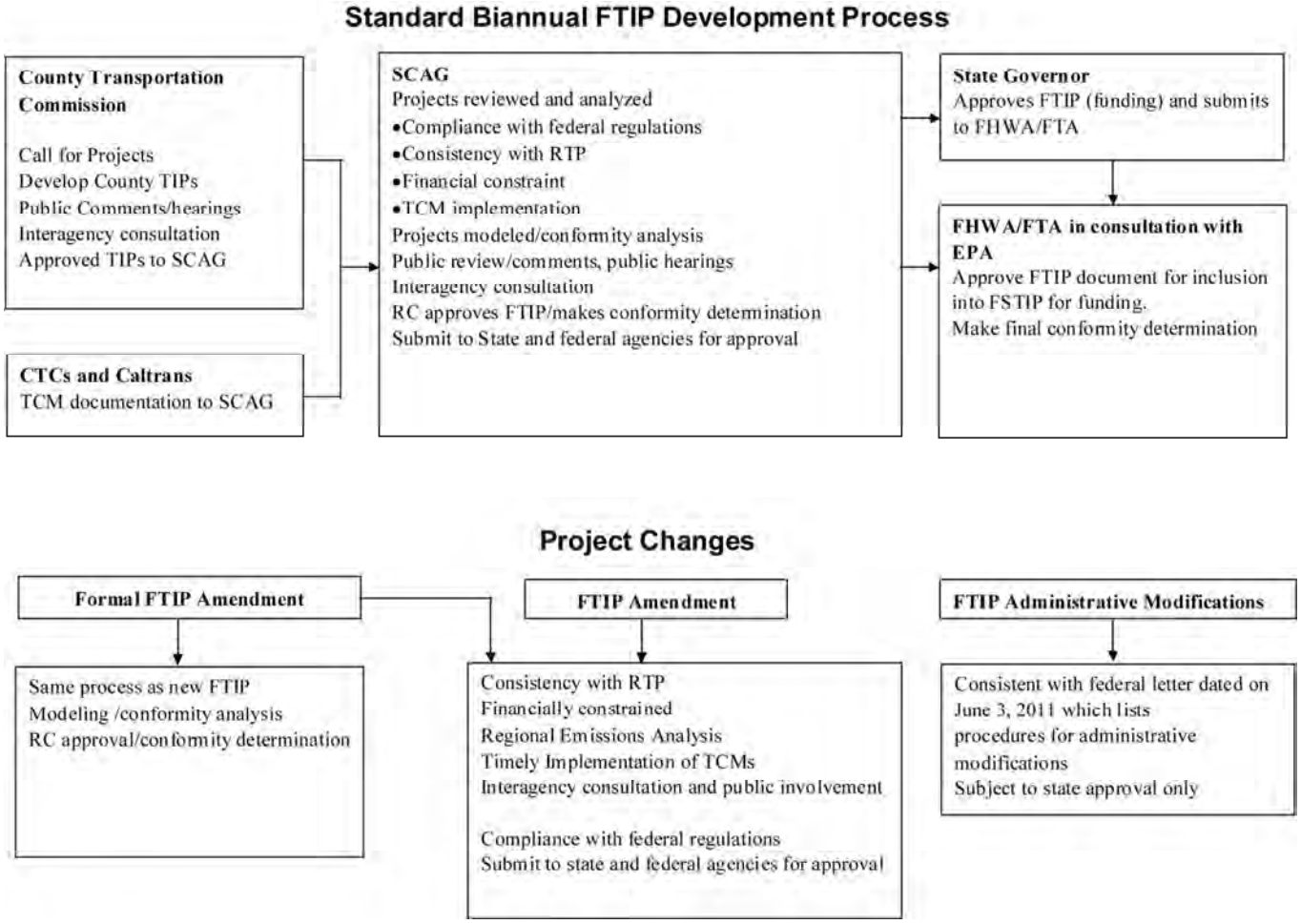
FTIP Database CMP Screen-shot 1 – Mitigated



FTIP Database CMP Screen-shot 2 – Non-Mitigated



T. Standard Biannual FTIP Development Process Flowchart



II. Schedules and Submittals

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II. SCHEDULES AND SUBMITTALS

A. Schedules

BASED ON OCTOBER 1, 2014 DUE DATE TO STATE AND FEDERAL AGENCIES

Adoption Schedule for the
FY2015 Federal Transportation Improvement Program
(Schedule subject to change)

September 2013	Draft of 2015 FTIP Guidelines
October 2013	Final 2015 FTIP Guidelines
December 12, 2013	County Transportation Commissions transmit copy of 2014 STIP/ RIP to SCAG
January 3, 2014	**DEADLINE – COUNTY TIP SUBMITTAL TO SCAG**
January 6 thru May 2, 2014	SCAG staff, working with Caltrans and County Commissions, will analyze County TIPs. 1. Analyze projects for consistency with RTP 2. Identification of Modeled Projects 3. Transportation Conformity Analysis 4. Programmatic Analysis
February 24 thru May 2, 2014	Modeling Activities
March 5, 2014	**DEADLINE** - Financial Plan Board Resolution submittal to SCAG
May 16, 2014	Modeling Report due to FTIP Section
May 5 thru May 23, 2014	Final draft write up
June 2 thru June 6, 2014	Management Review Period
June 10, 2014	2015 FTIP sent out for reproduction
June 2014	Presentation of 2015 FTIP to AB 1246 CEOs Committee to fulfill AB1246 requirement
July 3, 2014	Draft FTIP presented to policy committees -- Transportation Committee Energy and Environment Committee
July 2014	30-day public review period and public hearings
August 2014	Note: SCAG's Policy Committees and Board are dark in August

September 2, 2014	Draft FTIP due to Caltrans
September 4, 2014	FTIP Adoption -- Policy Committees and Regional Council Action
September 8, 2014	Adopted 2015 FTIP transmitted to state and federal agencies and upload to CTIPS database
October 1, 2014	Adopted FTIP formally due to State and Federal Agencies
November 2014	Caltrans transmits 2015 FSTIP to Federal Agencies
December 2014	Conformity Determination on 2015 FTIP by Federal Agencies

2014 State Transportation Improvement Program (STIP)

A copy of the County Transportation Commission's draft STIP must be transmitted to SCAG's FTIP section at the same time it is sent to the CTC.

June 11, 2013	Fund Estimate due to the California Transportation Commission
August 6, 2013	California Transportation Commission Adopts the Fund Estimate (2014 STIP Fund Estimate)
December 15, 2013	Regional Improvement Program (RIP) due to the California Transportation Commission
March 19, 2014	California Transportation Commission adopts the STIP and submits to the Legislature

2015 TIP DATABASE AVAILABILITY

The 2015 TIP Database will be available in September 2013. The data will include all federally approved administrative modifications and amendments.

2015 FTIP CHECKLIST

Things to remember

- ☐ Projects must be consistent with the currently approved 2012 RTP/SCS
- ☐ Projects are "County Approved" in 2015 FTIP Database
- ☐ Timely Implementation – provide a status of each TCM Committed project. Enter information (including date entered) on the first line of the FTIP Database "TCM Comments" field.
- ☐ Modeling information entered in FTIP Database
- ☐ Projects are programmed in year of expenditure dollars
- ☐ A copy of the draft STIP must be sent to SCAG at the same time it is transmitted to the CTC.

County 2015 FTIP Package to SCAG shall include the following:

- ☐ CTC Transmittal Letter Certifying that:
  - County TIP is consistent with the 2012 RTP/SCS and subsequent RTP amendments
  - County TIP is financially constrained
  - County TIP does not interfere with the timely implementation of TCM's within the county and the FTIP Database includes the status of each project
- ☐ Narrative for projects that fall into the following categories:
  - New Projects
  - Deleted Projects – provide reason for deletion
  - Changes to modeled projects
- ☐ Grouped Project back-up listings
- ☐ Modeling Report for highways (state & local) and transit generated from the SCAG FTIP Database
- ☐ Draft Financial Plan
  - In addition to a hard copy, transmit an electronic copy in excel to SCAG FTIP liaison
- ☐ Additional information as applicable

Final Financial Plan

- ☐ Financial Plan Board Resolution due no later than March 5, 2014
- ☐ Final Financial Plan will vary by county – dependent on conclusion of analysis. SCAG working with the CTC will coordinate the due date

B. Submittals to SCAG

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

1. Narrative

A narrative is required as part of the CTCs 2015 FTIP Submittal. Projects that are new, deleted, and changes to modeled projects must be included in the narrative. Page 125 specifies the formation and requirements for a complete narrative.

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

Federal Metropolitan Planning regulations at 23 CFR Part 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 (SCCAB) (in cooperation with the Ventura County Air Pollution Control District (VCAPCD)) must identify TCM projects by selecting either "TCM" or "non-reportable TCM" as the Conformity Category code in the SCAG TIP Database. Refer to page 54 of these guidelines to learn more about reportable and non-reportable TCMs and how to identify committed TCM projects. If a committed TCM constitutes a portion of a larger non-TCM project, the project must be a marked as a TCM.

CTCs in the SCAB and the SCCAB are also required to document the implementation of all TCMs identified as committed TCMs in the FTIP (see page 55 for a description of committed TCMs). The status of implementation for each committed TCM project must be entered in the TCM Comment field along with the edit date in the SCAG TIP Database.

TCMs are not required in the Salton Sea Air Basin (SSAB) and the Mojave Desert Air Basin (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 FTIP as "TCM" in the Conformity Category field and SCAG will use the interagency consultation process to provide ongoing guidance to support timely implementation of committed TCMs.

a. South Coast Air Basin

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

The 1994 and the subsequent AQMPs/SIPs for ozone in the South Coast Air Basin define committed TCM projects as those projects identified in the first two years (the fiscally constrained portion) of the 2015 FTIP, which in turn, is required to be consistent with the adopted RTP/SCS. The AQMP/SIP also specifies that every time the FTIP is updated (as is the case with the 2015 FTIP), the projects contained in the standing AQMP/SIP are "rolled over". A "rollover" list will be compiled to include new projects in addition to ongoing projects from previous FTIPs. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the list. The rollover list will be monitored for adherence to the schedule established in the FTIP at the time a project is identified as a committed TCM. It should be noted that this rollover process is distinct from the substitution process for TCM projects that are delayed or cancelled.

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

As a part of the conformity determination for the 2015 FTIP, SCAG will work with the CTCs and Caltrans to ensure timely implementation of committed TCM projects.

The 2015 FTIP also must demonstrate that the TCM projects are being funded in the future years (FFYs 2014/15-2017/18).

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

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

3. Financial Plan and Resolution

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

Under federal requirements, the FTIP shall include a financial plan that demonstrates how the approved TIP can be implemented. (23 CFR Part 450.324(h)). As the basis for finding the SCAG region has the capacity to fund the FTIP, a financial plan is required when submitting 2015 County TIPs and amendments. A description of the requirements for developing the Financial Plan is provided starting on page 130 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 2015 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 PROJECTS IN THE FFY 2014/15 – 2019/20 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 MAP-21Moving Ahead for Progress in the 21st Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

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

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

WHEREAS, the (County) Transportation Commission has adopted the FFY 2014/15-2019/20 (County) Transportation Improvement Program with funding for FFY 2014/15 and 2015/16 available and committed, and reasonably committed for FFY 2016/17 through 2019/20.

NOW, THEREFORE, BE IT RESOLVED by the (County) Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2014/15-2019/20 (County) Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2014/15-2019/20 (County) TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2014/15-2019/20 (County) TIP are consistent with the proposed 2014 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2014; 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 2014 STIP cycle. This project is in the County's number one priority for 2014 STIP funds. The (County) 2014 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by MAP-21, the Commission finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.

3. (County) has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2014/15-2019/20 (County) TIP; and

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

5. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

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

4. Grouped Project Listings

CTCs are responsible for listing all projects and amounts associated with grouped projects. Grouped project lists are due with the County TIP submittals and amendments because the projects within the group will be evaluated for eligibility by SCAG, Caltrans and FHWA/FTA staff. Grouped project lists are required by Caltrans and FHWA/FTA for approval of the FTIP and amendments. The project lists and associated cost should match the amounts programmed for the grouped projects. Additional information on projects that can be grouped and submitted as grouped project lists can be found starting on page 66 of these Guidelines.

5. Modeling Reports

As part of the 2015 FTIP submittal, the CTCs must provide a modeling report generated from the SCAG database. For CTCs that upload projects to the SCAG database, the modeling report must also be generated from the SCAG database.

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III. Transportation Air Quality Conformity and Modeling

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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 criteria pollutants. The federal requirements for air quality management are incorporated into the State Implementation Plans (SIPs) for those criteria pollutants stipulated in the CAA. State of California requirements for transportation are incorporated into Senate Bill 45 (SB 45) and other California codes.

In compliance with the CAA requirements, the U.S Environmental Protection Agency's (EPA) *Transportation Conformity Regulations* establish 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 Regulations* require transportation plans, programs, and projects to "conform" to the applicable SIPs and thus support attainment of federal air quality standards.

Areas within the SCAG region are designated as non-attainment or maintenance for multiple criteria pollutants; the non-attainment areas have not attained federal health-based air quality standards. The *Transportation Conformity Regulations* stipulate that transportation plans, programs (including the 2015 FTIP), and projects cannot receive federal funds or federal approval unless they demonstrate conformity with the applicable SIPs, including meeting the emissions budgets included in each SIP.

For guidance on projects that are exempt from conformity requirements or are not regionally significant, see **Sections E, F, and G.**

The 2015 FTIP will complete the conformity process and analyses including findings in accordance with the criteria and procedures set in the *Transportation Conformity Regulations* and all related court rulings.

The conformity determination is made by non-attainment/maintenance area and pollutant. There are five required tests for conformity determination of the 2015 FTIP:

i. Consistency with the currently approved 2012-2035 RTP/SCS
ii. Regional emissions analysis
iii. Financial constraint
iv. Timely implementation of TCMs
v. Interagency consultation and public involvement

B. Air Basins, Air Districts, and Non-attainment and Maintenance Areas in the SCAG Region

There are four air basins, administered by five air districts, and sixteen non-attainment or maintenance areas within the SCAG region (see Maps starting on page 33). The four air basins and sixteen non-attainment and maintenance areas are as follows:

i. The South Coast Air Basin (SCAB):

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

- The entire basin is a non-attainment area for $PM_{2.5}$ and a maintenance area for CO, NO_2, and PM_{10}.
- The entire basin excluding the Morongo and Pechanga ozone non-attainment areas is a non-attainment area for 8-hour Ozone.
- Morongo is a non-attainment area for 8-hour Ozone.
- Pechanga is a non-attainment area for 8-hour Ozone

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 areas of the Los Angeles, Riverside, and San Bernardino counties constitute the SCAG portion of the MDAB. A small portion of the MDAB 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):

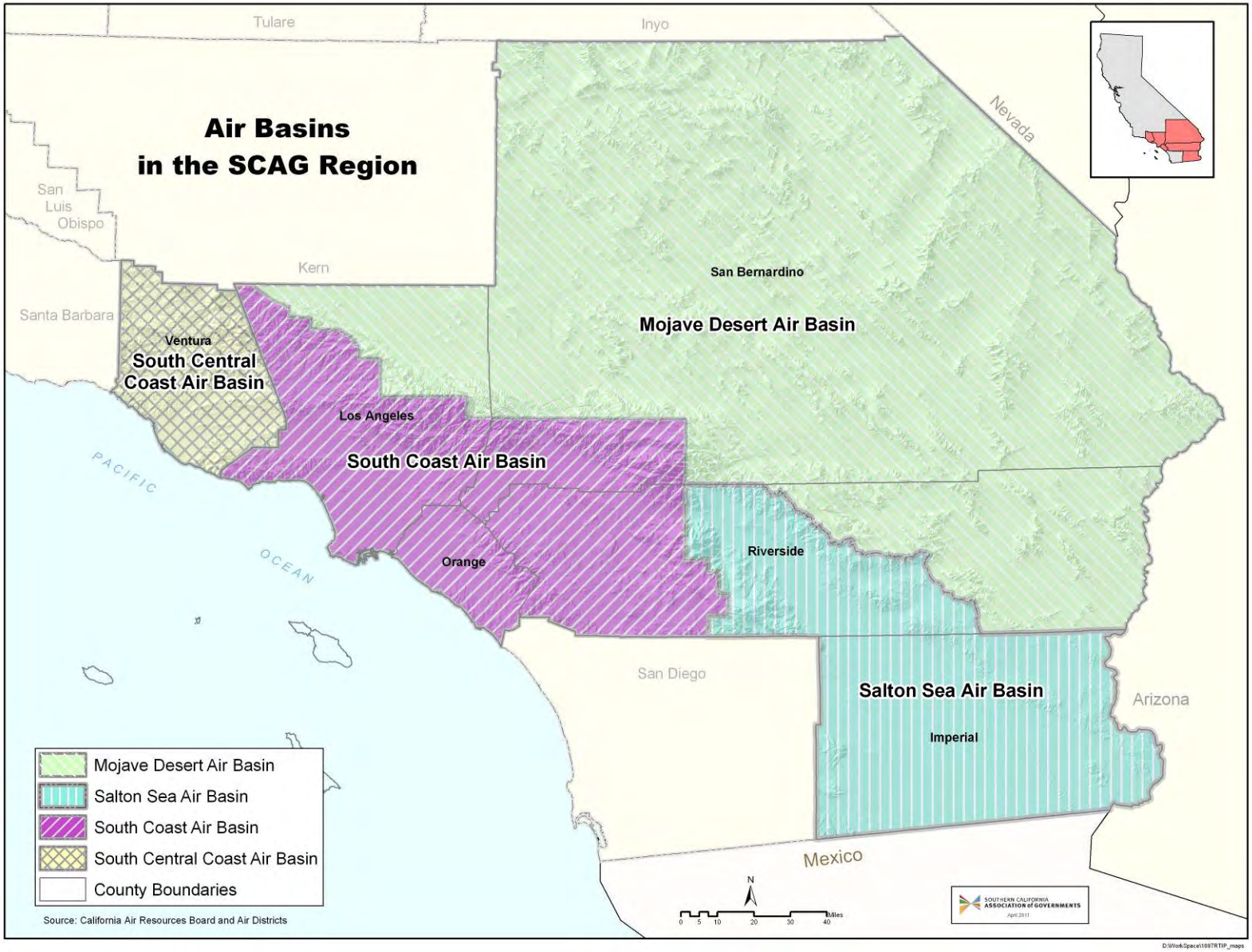
The SSAB consists of Imperial County and the central portion of Riverside County.

- The Riverside County Portion of SSAB – The Coachella Valley area is a non-attainment area for 8-hour Ozone and a maintenance area for PM_{10}.
- The entire Imperial County is a non-attainment area for PM_{10} and a maintenance area for 8-hour Ozone.
- The urbanized area of the Imperial County is a non-attainment area for $PM_{2.5}$.

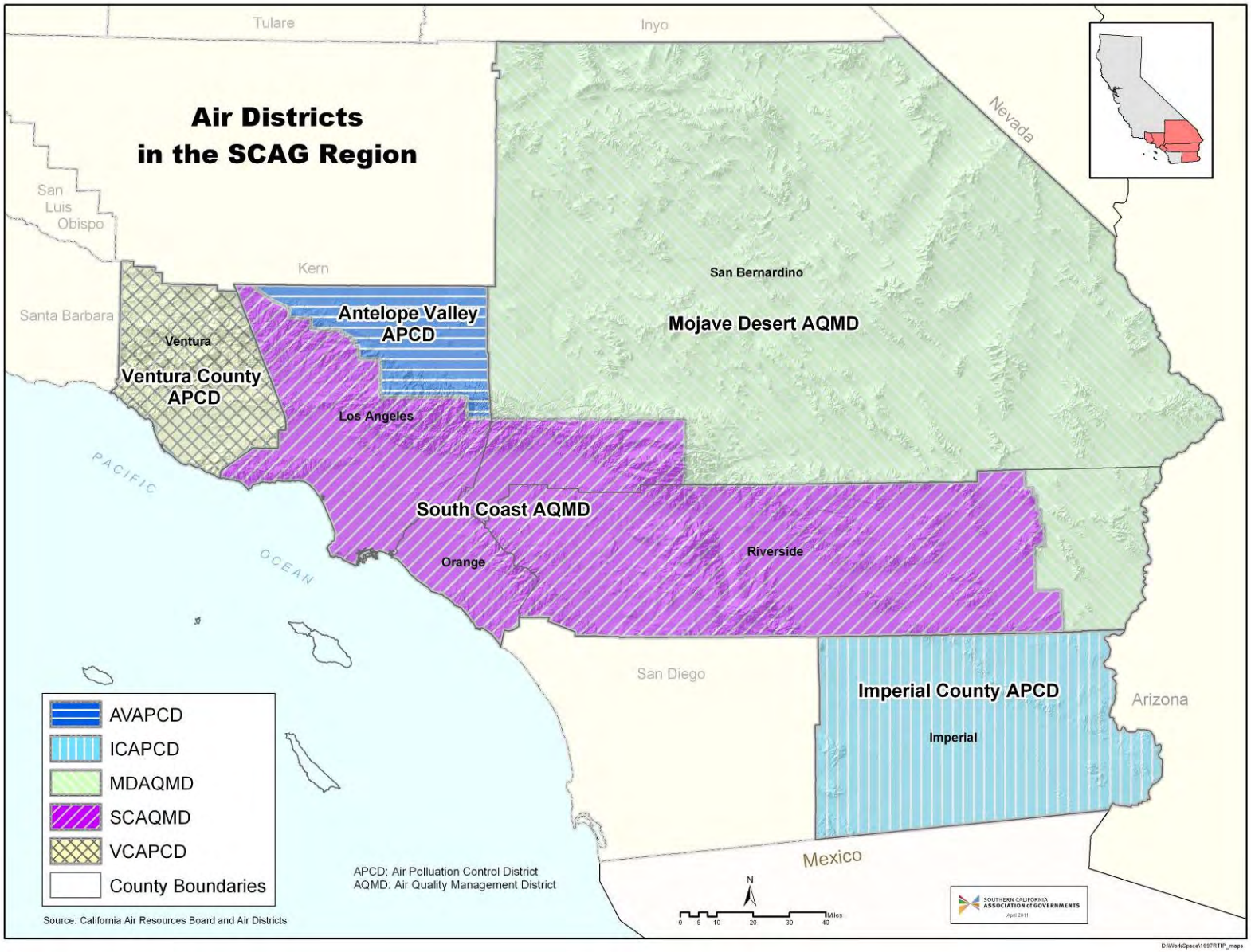
The five air districts and the areas they administer are as follows:

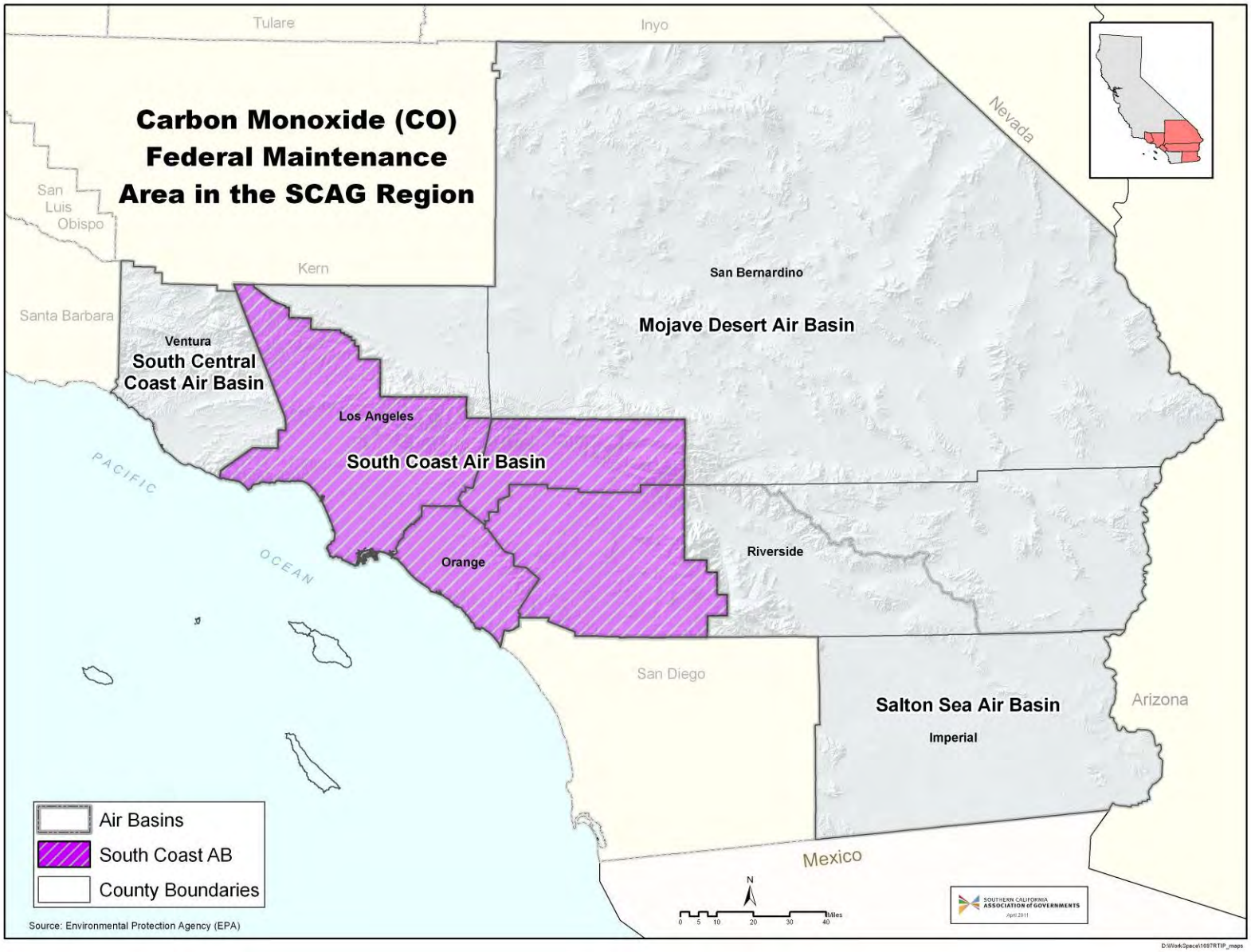
Air District	Jurisdiction
South Coast Air Quality Management District (SCAQMD).	The SCAB, the Riverside County portion of the SSAB (Coachella Valley), and the Riverside County portion of the MDAB (excluding Palo Verde Valley).
Ventura County Air Pollution Control District (VCAPCD).	Ventura County portion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

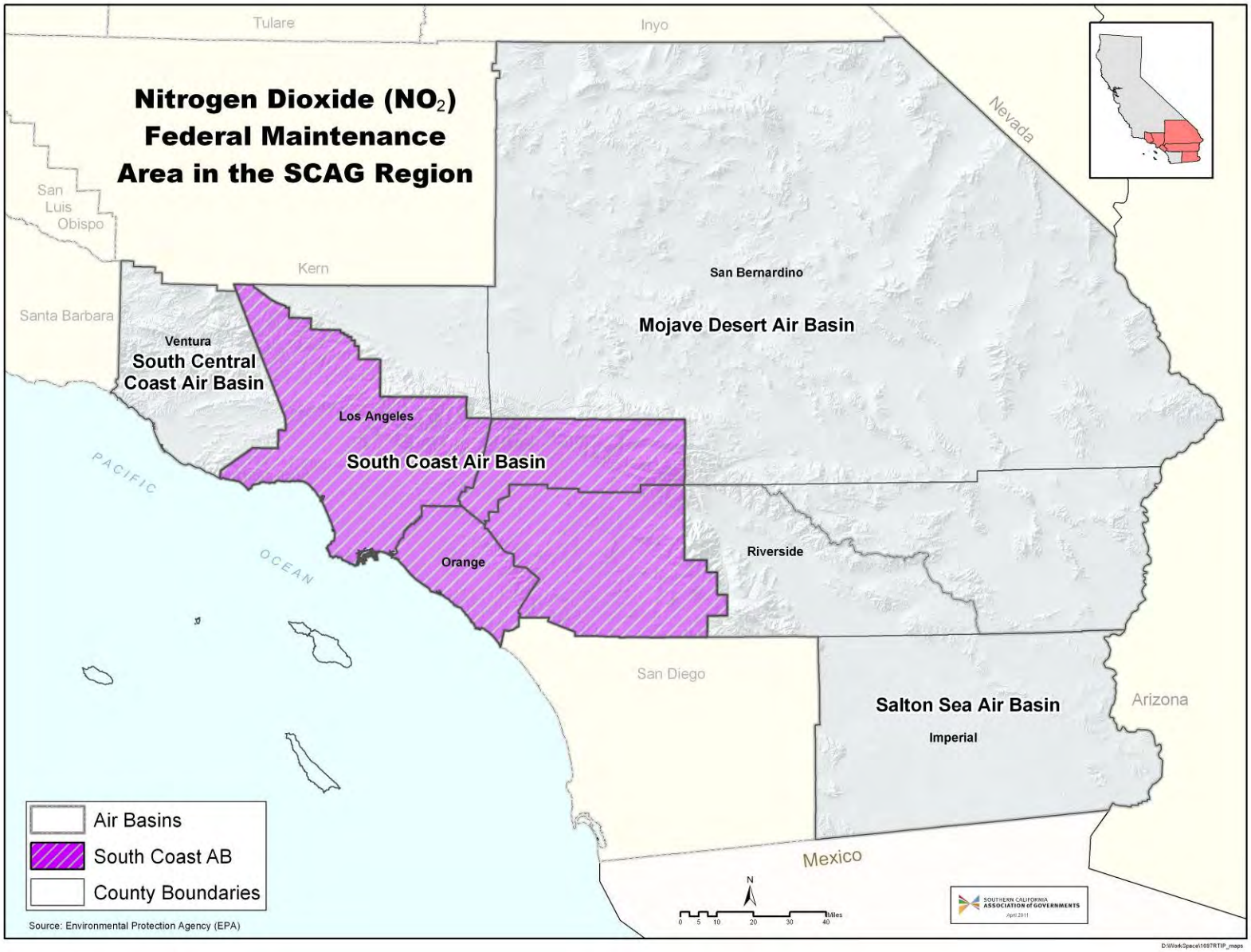
Air District	Jurisdiction
Mojave Desert Air Quality Management District (MDAQMD).	Portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
Antelope Valley Air Quality Management District (Antelope AQMD).	Los Angeles County portion of the MDAB.
Imperial County Air Pollution Control District (ICAPCD).	Imperial County portion of the SSAB.

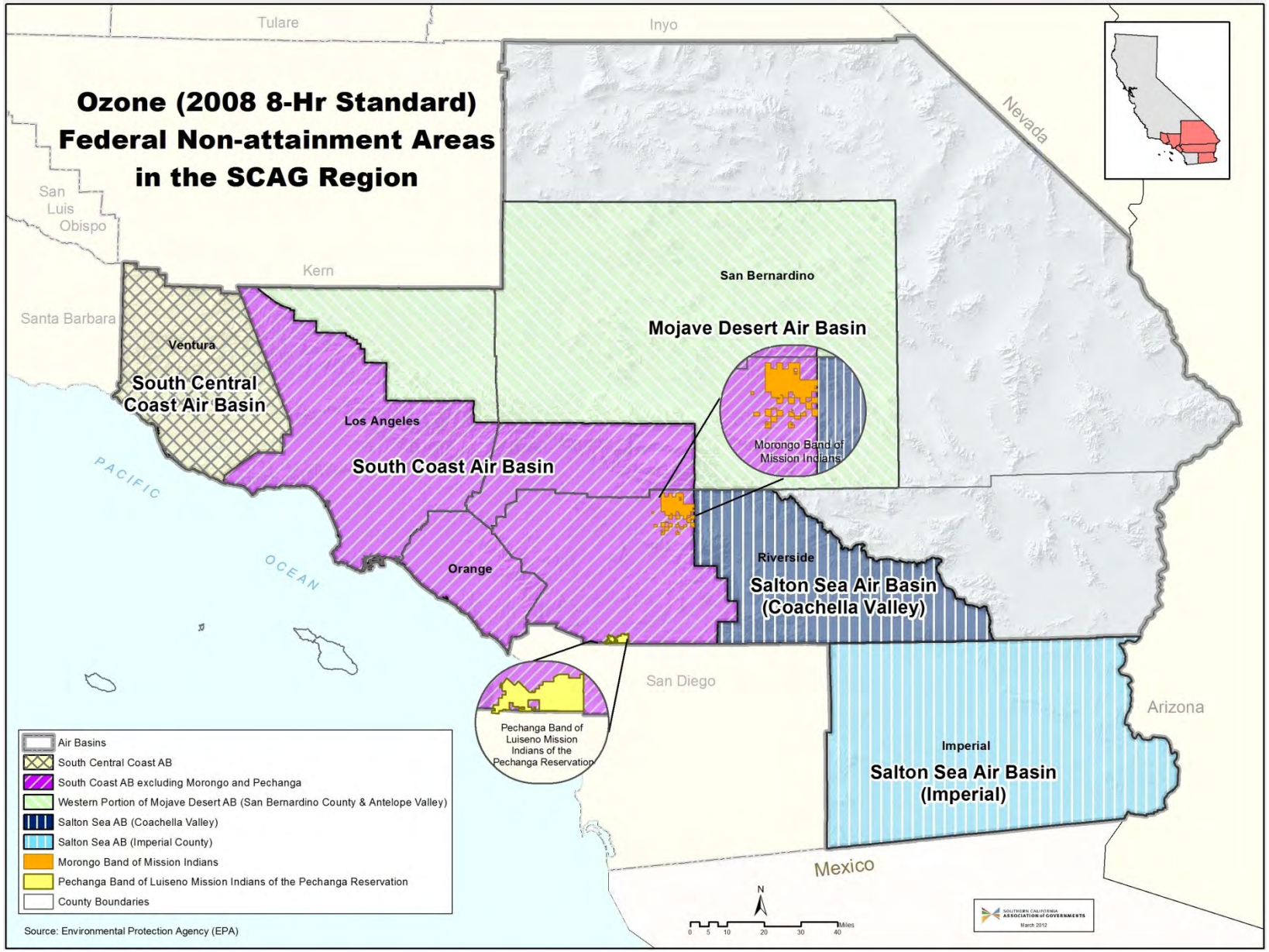


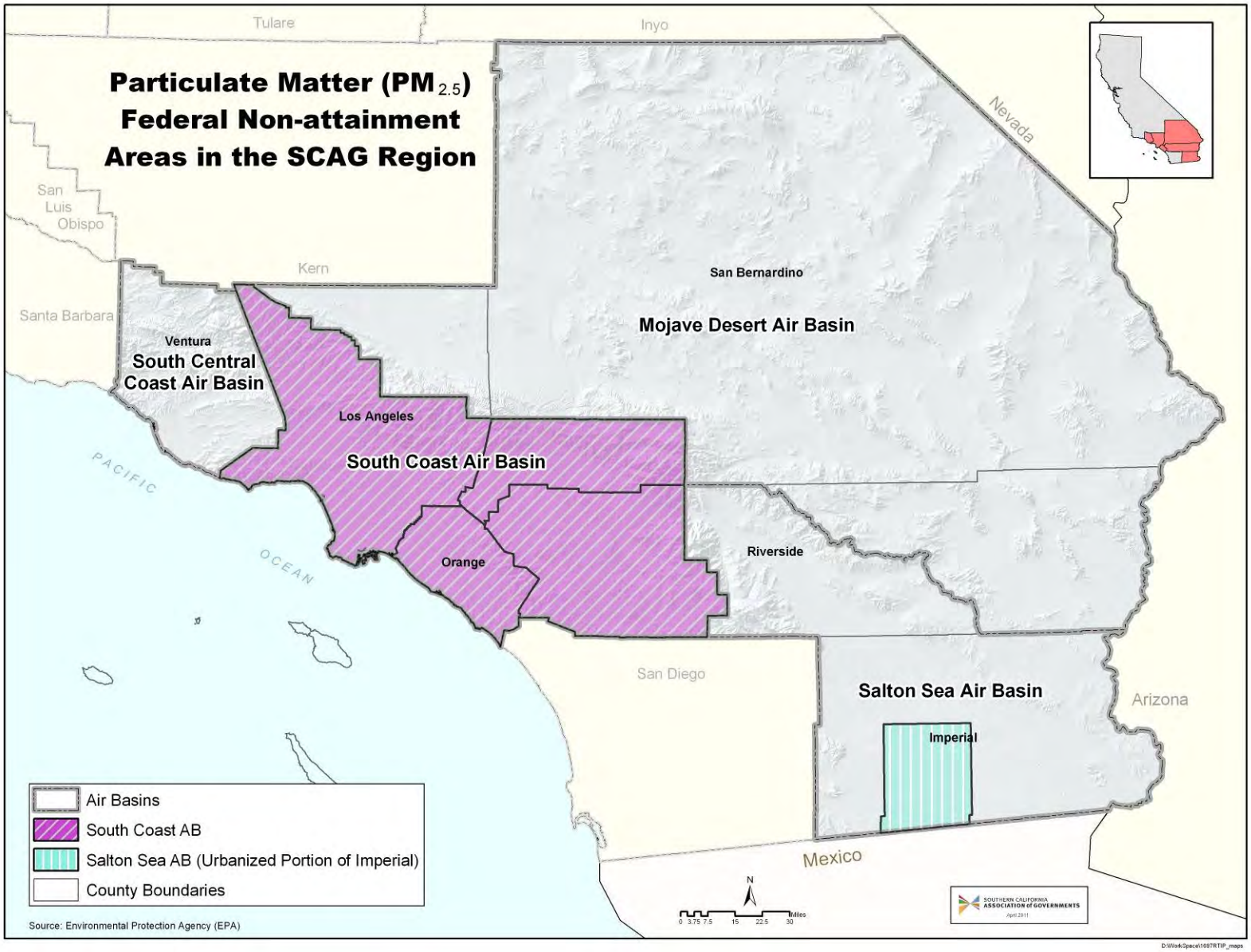
SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

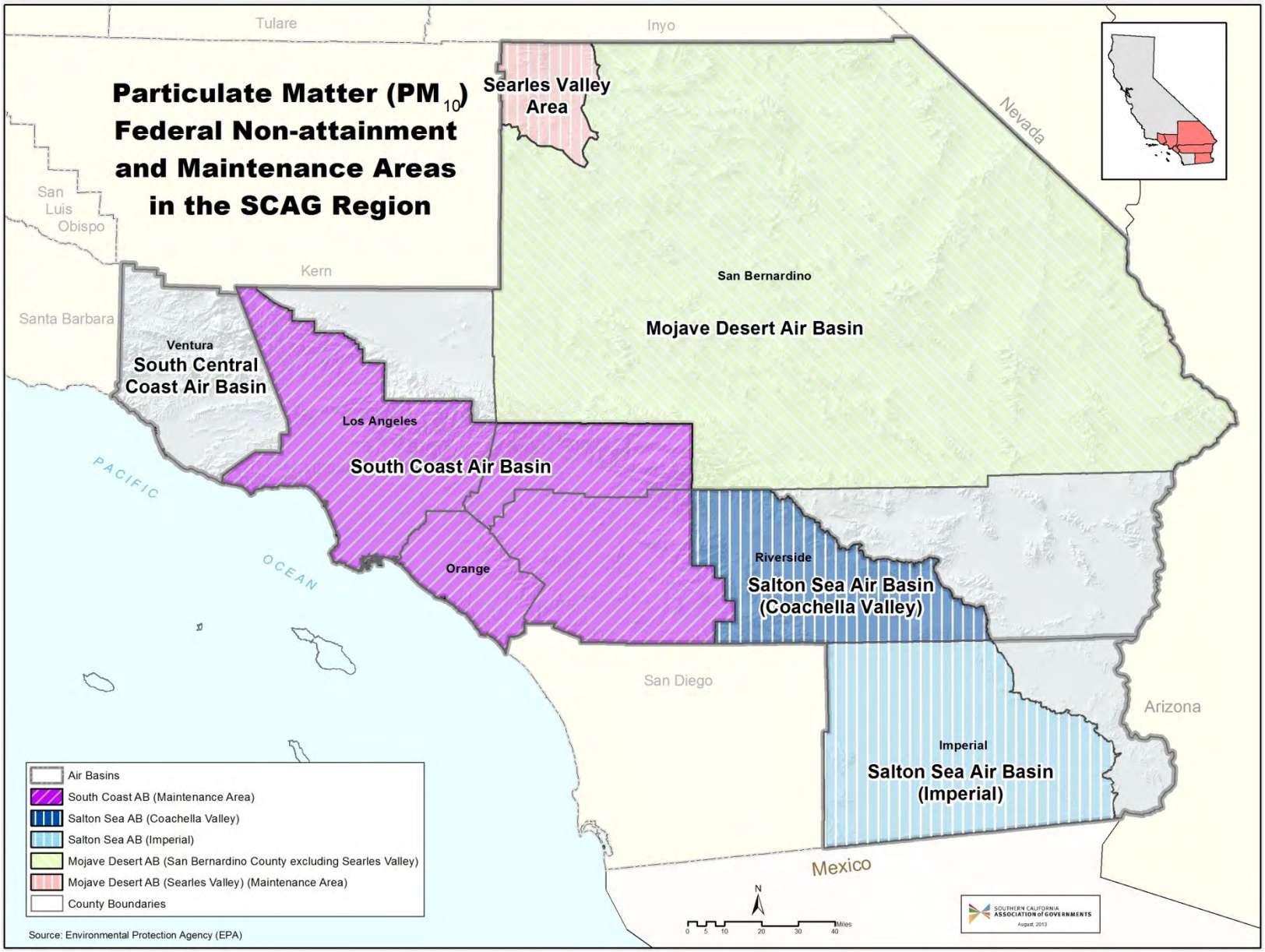

Air Districts
in the SCAG Region
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
Ventura
Ventura County APCD
Antelope Valley APCD
San Bernardino
Mojave Desert AQMD
Los Angeles
PACIFIC
OCEAN
South Coast AQMD
Orange
Riverside
San Diego
Imperial County APCD
Imperial
Arizona
Mexico
AVAPCD
ICAPCD
MDAQMD
SCAQMD
VCAPCD
County Boundaries
APCD: Air Polluation Control District
AQMD: Air Quality Management District
Source: California Air Resources Board and Air Districts
N
Miles
0 5 10 20 30 40
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2011


Carbon Monoxide (CO)
Federal Maintenance
Area in the SCAG Region
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
San Bernardino
Mojave Desert Air Basin
Ventura
South Central Coast Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Air Basins
South Coast AB
County Boundaries
Source: Environmental Protection Agency (EPA)
N
Miles
0 5 10 20 30 40
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS


Nitrogen Dioxide (NO_2) Federal Maintenance Area in the SCAG Region
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
Ventura
South Central Coast Air Basin
San Bernardino
Mojave Desert Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Air Basins
South Coast AB
County Boundaries
Source: Environmental Protection Agency (EPA)
N
Miles
0 5 10 20 30 40
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2011


Ozone (2008 8-Hr Standard)
Federal Non-attainment Areas
in the SCAG Region
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
Ventura
South Central Coast Air Basin
Los Angeles
South Coast Air Basin
San Bernardino
Mojave Desert Air Basin
Morongo Band of Mission Indians
PACIFIC
OCEAN
Orange
Riverside
Salton Sea Air Basin (Coachella Valley)
San Diego
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation
Arizona
Imperial
Salton Sea Air Basin (Imperial)
Mexico
Air Basins
South Central Coast AB
South Coast AB excluding Morongo and Pechanga
Western Portion of Mojave Desert AB (San Bernardino County & Antelope Valley)
Salton Sea AB (Coachella Valley)
Salton Sea AB (Imperial County)
Morongo Band of Mission Indians
Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation
County Boundaries
Source: Environmental Protection Agency (EPA)
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
March 2012


Particulate Matter ($PM_{2.5}$)
Federal Non-attainment
Areas in the SCAG Region
Tulare
Inyo
Nevada
San Luis Obispo
Kern
Santa Barbara
Ventura
South Central Coast Air Basin
San Bernardino
Mojave Desert Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
San Diego
Salton Sea Air Basin
Imperial
Arizona
Mexico
Air Basins
South Coast AB
Salton Sea AB (Urbanized Portion of Imperial)
County Boundaries
Source: Environmental Protection Agency (EPA)
N
0 3.75 7.5 15 22.5 30 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
April 2011


Particulate Matter (PM_{10}) Federal Non-attainment and Maintenance Areas in the SCAG Region
Tulare
Inyo
Searles Valley Area
Nevada
San Luis Obispo
Kern
San Bernardino
Mojave Desert Air Basin
Santa Barbara
Ventura
South Central Coast Air Basin
Los Angeles
South Coast Air Basin
PACIFIC
OCEAN
Orange
Riverside
Salton Sea Air Basin (Coachella Valley)
San Diego
Arizona
Imperial
Salton Sea Air Basin (Imperial)
Mexico
Air Basins
South Coast AB (Maintenance Area)
Salton Sea AB (Coachella Valley)
Salton Sea AB (Imperial)
Mojave Desert AB (San Bernardino County excluding Searles Valley)
Mojave Desert AB (Searles Valley) (Maintenance Area)
County Boundaries
Source: Environmental Protection Agency (EPA)
N
0 5 10 20 30 40 Miles
SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
August, 2013

C. Required Modeling for Transportation Conformity

The *Transportation Conformity Regulations* establish the criteria and procedures necessary to meet the transportation conformity requirements set forth in CAA. MPOs do not have discretion relative to these criteria or procedures. Per the conformity regulations, projects must be from a conforming RTP/SCS.

Conformity requires, in part:

- Demonstration through transportation model-based emissions analyses that the RTP/SCS and TIP meet the motor vehicle emission budgets for each pollutant or pollutant precursor established in each SIP;
- The emissions analysis of the transportation system include all regionally significant projects contained in the RTP/SCS and all other regionally significant highway and transit projects;
- Modeled years include the base year, attainment year, RTP/SCS horizon year, and other years such that modeled years can be no more than ten years apart;
- Perform interim conformity emission tests for those non-attainment and maintenance areas for which no motor vehicle emission budgets are set. In such a case, the conformity emissions analysis requires that emissions in all milestone years are less than baseline/nobuild emissions.

Required modeling years[1] by air basin and nonattainment/maintenance area are as follows:

Table B-1 South Central Coast Air Basin – Ventura County Portion

Modeling Year	2014	2020	2021	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone	Ozone

Table B-2.1 South Coast Air Basin

Modeling Year	2014	2015	2017	2020	2023	2030	2032	2035
NAAQS	Ozone[2]; $PM_{2.5}$; PM_{10}	CO; NO_2	Ozone[2]	Ozone[2]; $PM_{2.5}$; PM_{10}; CO; NO_2	Ozone[2]	Ozone[2]; $PM_{2.5}$; PM_{10}; CO; NO_2	Ozone[2]	Ozone[2]; $PM_{2.5}$; PM_{10}; CO; NO_2

[1] Required modeling years are based on current AQMPs/SIPs. These years may change upon new AQMPs/SIPs.
[2] Excludes the Morongo and Pechanga ozone non-attainment areas.

Table B-2.2 Morongo Ozone Non-attainment Area

Modeling Year	2014	2021	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone

Table B-2.3 Pechanga Ozone Non-attainment Area

Modeling Year	2018	2020	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone

Table B-3 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Modeling Year	2014	2020	2027	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone	Ozone

Table B-4 Mojave Desert Air Basin –San Bernardino County Portion

Modeling Year	2014	2020	2030	2035
NAAQS	PM_{10}	PM_{10}	PM_{10}	PM_{10}

Table B-5 Mojave Desert Air Basin – Searles Valley Portion

Modeling Year	2014	2020	2030	2035
NAAQS	PM_{10}	PM_{10}	PM_{10}	PM_{10}

Table B-6 Salton Sea Air Basin – Coachella Valley Portion

Modeling Year	2014	2020	2027	2030	2035
NAAQS	Ozone; PM_{10}	Ozone; PM_{10}	Ozone	Ozone; PM_{10}	Ozone; PM_{10}

Table B-7 Salton Sea Air Basin – Imperial County Portion-

Modeling Year	2014	2015	2020	2030	2035
NAAQS	Ozone; $PM_{2.5}$; PM_{10}	Ozone	Ozone $PM_{2.5}$; PM_{10}	Ozone; $PM_{2.5}$; PM_{10}	Ozone; $PM_{2.5}$; PM_{10}

Example 1

Based on these requirements set forth by federal laws, changes to the opening date of a project in a nonattainment/maintenance area must be accounted for in a RTP/FTIP amendment in those cases when the revised completion date would place the project in a year different from what was modeled in the federally approved RTP/SCS or FTIP in the same air basin. As a hypothetical example:

- The federally approved transportation conformity emissions analysis required modeling for years 2014, 2015, 2017, 2020, 2023, 2030, 2032, and 2035 in the South Coast Air Basin (SCAB) nonattainment area;
- A project in the SCAB was included in the federally approved RTP/SCS and FTIP with an opening date of 2016 (i.e., project was modeled in the 2017 network);
- Revised opening date of 2019 (crosses over the next required model year);
- Need to remodel since 2017 model network would no longer be correct – RTP/SCS and FTIP amendment would be necessary to make this change.

Example 2

For those cases where a project's opening date does not cross over to a different required model year in the air basin where this project is located, no new emissions analysis is necessary for purposes of conformity. As a hypothetical example:

- The federally approved transportation conformity emissions analysis required modeling for years 2014, 2020, 2021, 2030, and 2035 in the South Central Coast Air Basin (SCCAB) nonattainment area;
- A project in the SCCAB was included in the federally approved RTP/SCS and FTIP with an opening date of 2016 (i.e., project was modeled in the 2020 network);
- Revised opening date of 2017 (does not cross over the next required model year);
- No need to remodel – no RTP/SCS and FTIP amendment necessary.

D. Regionally Significant Projects

EPA conformity regulations require that the impacts of "Regionally Significant" projects be considered in the regional emissions analyses for regional transportation plans and TIPs regardless of funding sources (e.g. even 100% locally funded projects). EPA's use of the term "Regionally Significant" is intended to limit emissions analyses to those projects that would have significant impacts on regional travel, emissions and air quality. EPA defines the terms as follows:

> *"Regionally significant project 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 of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network,*

including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

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

a. **Freeways**
b. **State Highways**
c. **Principle Arterial (Eight-lane divided roadway)**
d. **Major Arterial** (county defined)
e. **Routes** that provide access to major activity centers such as amusement parks, regional shopping centers, military bases, airports and ports
f. **Goods Movement Routes** including both truck routes and rail lines as well as 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 FTIP database. The codes are listed based on the program code type (i.e. the first two characters). For example, capacity enhancing improvements are coded as "CA," while Non-Capacity Improvements are coded "NC." To better identify projects of Regional Significance and Goods Movement projects, please utilize the Regionally Significant ("X"), and Goods Movement ("Y") program codes (see page 87 of these Guidelines). A regionally significant, capacity enhancing grade crossing project should be coded as "CAX61." If the grade separation project will improve access to and from a port, the project should be coded as "CAY61" to identify it as a goods movement project.

The program codes also assist SCAG staff in identifying projects that require modeling. Modeled projects will be extracted from the SCAG TIP database based on the regionally significant program codes. It is imperative that the Program Code field is accurate to ensure that projects are modeled. Specific project information is required for modeling purposes. The required information for input for each type of project is found on the far right column of the table (see *Table III-A: Modeling Information on page 44*). Counties should enter this project information into the TIP database as part of the project description and/or comment section.

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

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

(a) Major Arterial
(b) Bus Routes (Express and local)

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

Table III-A: MODELING INFORMATION

Project Category	Program Code(s)	Required Modeling Details
Interchange Projects - New interchanges.	CAX70 CAY70 CAX71 CAY71 CAXT7 CAYT7	1) Type of facility, length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) New freeway interchange should include a sketch diagram showing the overall scope 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition 7) Project completion date
- Interchange reconstruction projects that add capacity.	CARH3 CART3 CAXT3 CAYT3	1) Location, configuration, beginning and end points of the project and type of facility 2) Existing and proposed number of lanes in each direction 3) Posted speed limits
- Ramp widening and new ramps to existing interchanges.	CAX71 CAY71	1) Existing ramp – existing and proposed number of lanes 2) New Ramp – Number of lanes 3) Posted speed limits Note: Entry ramp: If lane additions end at the gore point (no added lanes at the mainline) then no modeling is required. Exit ramp: If additional lanes are turn lanes and are within the ramp no modeling is required.
- Extended Interchange (IC) Ramp Acceleration/Deceleration Lanes.	NCR88	1) Length of extended IC Ramp Acc/Del Lanes, modeling required if ¼ mile or greater

Project Category	Program Code(s)	Required Modeling Details
- Interchange projects with auxiliary lanes.	CAN21 CAN37	In addition to interchange project information (except extended IC ramp category): 1) Type of auxiliary lanes including locations of beginning and end points 2) Length and number of lanes 3) Posted speeds
- Existing over/under-crossings that add new ramps to become interchanges.	CAR75 CAX75 CAY75 CART0 CAXT0 CAYT0	Same as new interchange 1) Type of facility, length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) New freeway interchange should include a sketch diagram showing the overall scope 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition 7) Project completion date
Local Road & Arterial Projects - New local roads & arterials.	CAX66 CAY66 CAN66 CAXT5 CAYT5 CANT5 NCR77	1) Location and type of facility including length, beginning and end points of the project 2) Number of lanes in each direction 3) Divided, undivided, or continuous left turn lane 4) Signal optimization or turn prohibition 5) Roadside parking restriction 6) Posted speeds 7) Existing number of lanes 8) Reversible Lanes
- New local road & arterial connections	CAN66 CAX66 CAY66 CANT5 CAXT5 CAYT5	1) Location and type of facility including length, beginning and end points of the project 2) Number of lanes in each direction 3) Divided, undivided, or continuous left turn lane 4) Signal optimization or turn prohibition 5) Roadside parking restriction 6) Posted speeds 7) New local street should include a sketch diagram showing the overall scope
- Local road & arterial improvements that add capacity **(includes gap closures)**	CAN76 CAX76 CAY76 CAX62 CAY62 CAR63 CAX63 CAY63 CART2 CAXT2 CAYT2	1) Project length, beginning and end points of the improvement 2) Existing and proposed number of lanes 3) New capacity by signal optimization or parking restriction if no lane addition 4) Specify if facility type changes with changes in number of lanes 5) Upgrade road system to Parkway

Project Category	Program Code(s)	Required Modeling Details
- Local road & arterial improvements that reduce capacity **(Road Diet)**	CAX77	1) Project length, beginning and end points of the improvement 2) Existing and proposed number of lanes 3) New capacity by signal optimization or parking restriction if no lane addition 4) Specify if facility type changes with changes in number of lanes 5) Upgrade road system to Parkway 6) Number of lanes eliminated 7) Specify the use of the removed lanes
- Extended Arterial Right-Turn Lanes	CAR63 CAX62 CAX63 CAY62 CAY63	1) Project length, beginning and end points of the improvement 2) Existing and proposed number of lanes
<u>Bridge & Grade Separation Projects</u> - New bridges (Over-cross or Under-cross).	CAX65 CAY65 CAN65 CAXT4 CAYT4 CANT4 CAX72 CAY72	1) Location, length, posted speeds and number of lanes in each direction 2) Existing number of lanes and type of facility approaching or merging to the new bridge 3) Bridges/Grade Separation should include a sketch diagram showing the overall scope
- Bridge reconstruction. projects that add capacity.	CAN72 CAX72 CAY72 CAXT8 CAYT8 CANT8 CAR75 CAX75 CAY75	1) Existing and proposed number of lanes in each direction 2) Change of facility type
- Grade separation projects that add capacity to local roads/highways.	CAY75 CAR75 CAXT0 CAYT0 CART0	1) Location, length, and facility type 2) Existing and proposed posted speeds and number of lanes in each direction 3) Change of facility type or capacity to the merging local roads or highways 4) Truck only or truck prohibition (Describe whether grade separation number of lanes matches or adds to number of lanes approaching the grade crossing on an existing road; existing grade crossing may be narrower than the rest of the existing road.)

Project Category	Program Code(s)	Required Modeling Details
State Highway Projects - New highways.	CAX66 CAY66 CAN66 CAXT5 CAYT5 CANT5 CAX68 CAY68 CAX67 CAY67 CAN67 CAXT6 CAYT6 CANT6 CAN69	1) Type of facility, length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) A sketch diagram showing the alignment or configuration of the new highway project 5) For project with HOV facilities, also include number of HOV lanes in each direction and location of access/egress 6) Truck only or truck prohibition within urbanized area 7) Toll facility also include toll rate, toll collection location and method 8) Project completion date
- New connections.	CAX62 CAY62 CAY63 CAR63 CAX63 CAN69	1) Location and configuration of the new connection 2) Type of facility, number of lanes in each direction 3) Posted speed limits
- Mainline improvements that add capacity (general purpose and HOV lanes).	CAX62 CAY62 CAX63 CAY63 CAR63 CART2 CAXT2 CAYT2	1) Length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) Existing number of lanes (Specify if it includes aux lanes)
- Auxiliary lanes.	CAN21 CAN37	Same as above 1) Length, beginning and end points of the project 2) Number of lanes in each direction 3) Posted speed limits 4) Specify the status of Auxiliary lanes, if any existing
- New HOV lanes.	CAX62 CAY62	1) Number of HOV lanes in each direction and location of access and egress points 2) Auto occupancy threshold and hours of operation 3) Posted speed limits
Bus Transit Projects *(Fixed-route & inter-city/commuter bus)* - New bus routes.	BUO00 BUO01 BUO02 BUN94 BUN93	1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
- New bus service.	BUO00 BUO01 BUO02 BUN94 BUN93	Same as for new bus routes 1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost

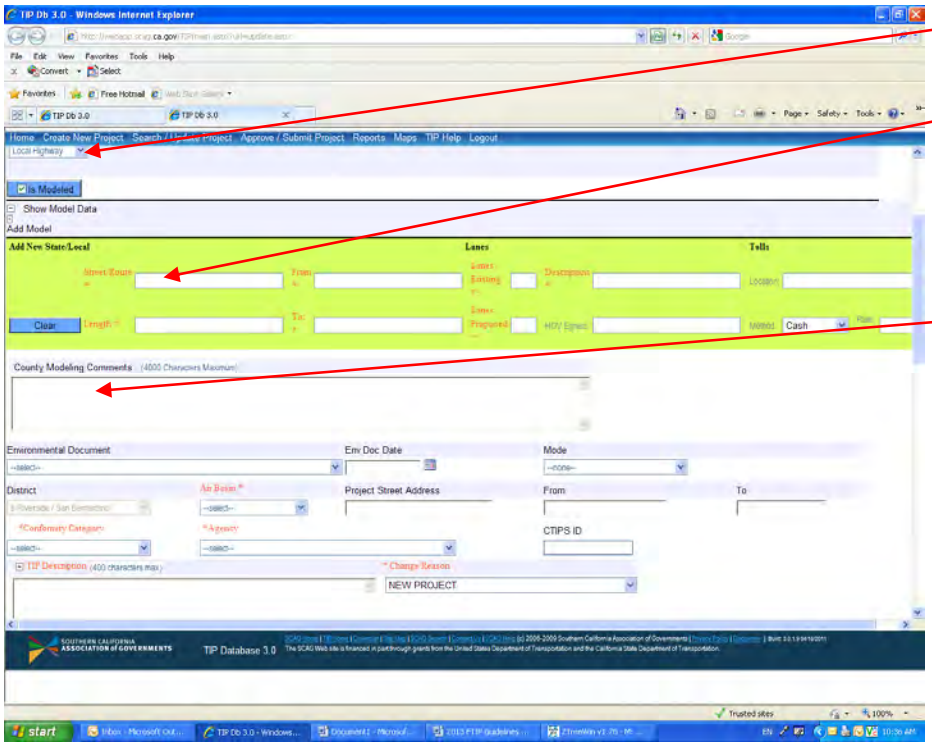
Project Category	Program Code(s)	Required Modeling Details
- Vehicle/Service expansions.	BUO00 BUO01 BUO02 BUN94 BUN93	Same as above 1) Bus route and location of stops 2) Time and distance between stops 3) Headway, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
- Construction of exclusive busways.	BUN94 BUN93 PAN94 PAN93	1) Location, beginning and end points of the busway 2) Bus route and location of stops 3) Headway for peak and off-peak periods, boarding fare and transfer fare 4) Park-and-ride facility and location, parking cost
Mass Transit Facilities - New inter-modal transportation centers.	TRNH6	1) Location of the new center 2) Type of service including passengers and trucks 3) Parking facility for passengers
- New Multi-modal passenger stations.	TRNH6	1) Location of the new station 2) Rail, bus, and other transit services using the facility 3) New parking facility location and parking cost
Park and Ride Facilities (P&R) - New Park & Ride facilities & - Expansion to Existing Park & Ride	TDN64	1) Location of the new P&R facilities 2) Type of P&R Facility (Express Bus, Vanpool, Metrorail, etc.) 3) Capacity (# of Spaces)
Traffic Signal Synchronization - New traffic signal synchronization (3 or more signals)	ITS02	1) Route 2) Beginning and ending points 3) Number of signals along with signal location map/diagram

Modeling

Counties must provide modeling information for all modeled projects in the TIP Database in the modeling section of the project input screen. The information provided in the TIP Database will be the **only** source of information that SCAG will use to model the 2015 FTIP. Thus, it is critical for all modeled projects to have the appropriate information in the modeling section. On page 49 is a view of the Modeling input fields and comment field for CTCs to add any additional modeling information. (Exhibit A)

A sample of the modeling report can be generated from the TIP Database which will encompass all the modeling fields in the TIP Database. If existing modeled projects to the 2013 FTIP are carried over to the 2015 FTIP, any changes to the modeled fields need to be updated. CTCs are also required to submit a location map for each modeled project as discussed on the next page.

Exhibit A - TIP Database Create/Update Screen Modeling Details fields



Select System for the Modeling fields to show in the input screen.

Enter the modeling information in the Modeling fields. If project has multiple segments, the System will allow you to open a new set of modeling fields.

CTCs may enter any additional Modeling comments that may assist the modeling staff

Mapping Modeled Project

CTCs are required to submit a location map for each regionally significant project to be included in the regional emissions analysis. Other helpful information that may be included are project diagrams, funding applications and Project Study Reports (or excerpts). The CTCs will be able to submit these maps and documents as attachments to the TIP database. (see exhibit B on page 84 for instructions)

CTCs may also use the Map page in the database to view all the projects that have been modeled. To locate a project, the CTCs may search by project ID or description of the project.

The interactive GIS mapping application allows users to edit the map (refer to steps below) such as drawing lines, drawing polygons, or entering text. CTCs may use this mapping application to show changes to modeled projects by using the editing tools to create lines and enter an updated project description. To perform these tasks, please follow the steps below:

Access the GIS mapping application that is linked to the TIP database and search for the project you would like to update.

- Use the editing tools at the top of the page, draw the project; for example, if a project's beginning and end points have changed, the user may draw a line to show the new start and end points. If the description differs from the existing project

(ex. Project ABC9999 states that you are widening X street from 2 to 4 lanes from Y street to D street), the revised project extends the beginning and end limits.
- Draw the new segment and update the project description using the text tool.
- Save the changes to a PDF file.
- Transmit the changes with your final county TIP package to SCAG via Email or use the attachment feature in the database project input screen(see Exhibit B on page 84)
- SCAG staff in turn will make the changes to the Modeling and GIS networks.
- For new projects, follow the same steps as above, except that you are now drawing a new project line on the mapping application.

E. 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 FTIP if projects meet at least one of the following criteria:**

1) Regionally Significant or Goods Movement project (see page 42)
2) Capacity Enhancing project (see page 44)
3) Funding for a future phase will be federal
4) Environmental document requires federal approval
5) Project will help meet TDM / Non-Motorized investment Goals (see page 8)

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

F. Projects Exempt from Conformity[3]

Projects defined as exempt projects in §93.126 of the *Transportation Conformity Regulations* are exempt from the requirement to determine conformity (not required for regional and project level analysis). Exempt projects are listed in the Transportation Conformity Regulations as *Table 2--Exempt Projects* and are listed in these guidelines as *Table III-B: Projects Exempt from Conformity* on page 52. Nevertheless, the emissions reductions from these projects can be included in the conformity analysis. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. Additionally, a project may not be exempt if the MPO in consultation with other agencies, the EPA, FHWA (in case of a highway project), or the FTA (in case of a transit project) concur that the project has a potentially adverse emissions impact for any reason (see §93.105(c)(1)(III). In such an event, a regional emissions analysis may be required. States and MPO's must ensure exempt projects do not interfere with TCM Implementation.

[3] Note: Projects exempt from regional emissions analysis may still be subject to project-level conformity analysis.

In general, exempt projects include all projects which have no emissions impact and are considered to be neutral or de minimis.

G. Projects Exempt from Regional Emissions Analysis

Projects listed in §93.127 and §93.128 of the *Transportation Conformity Regulations* are exempt from regional emissions analysis requirements and are listed in these guidelines in *Table III-C: Projects Exempt from Regional Emissions Analysis* on page 53. 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. The conformity category codes are listed below:

CONFORMITY CATEGORY
EXEMPT - §93.126
EXEMPT - §93.127
EXEMPT - §93.128

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

Table III-B: Projects Exempt from Conformity (§93.126)

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 Part 771

Air Quality

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

Safety

- Railroad/highway crossing
- Projects that correct, improve, or eliminate a hazardous location or feature
- Safer non-Federal-aid system roads
- Shoulder Improvements
- Increasing sight distance
- Highway Safety Improvement Program implementation
- Traffic control devices and operating assistance other than signalization projects

Safety (cont.)

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

Other

- Specific activities which do not involve or lead to construction, such as:
  Planning and technical studies
  Grants for training and research programs
  Planning activities conducted pursuant to title 23 and 49 U.S.C.
  Federal-aid systems revisions
- Engineering to assess social, economic and environment effects of the proposed action or alternatives to that action
- Noise Attenuation (sound walls)
- Emergency or hardship advance land acquisitions
  (23 CFR Part 7102.503))
- Acquisition of scenic easements
- Plantings, landscaping, etc.
- Sign removal
- Directional and information signs
- Transportation Enhancement Activities (except rehabilitation & operation of historic transportation buildings, structures or facilities)
- Repair of damage caused by natural disaster, civil unrest, or terrorist acts, except projects involving substantial functional, location, or capacity changes

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

Table III-C: Projects Exempt from Regional Emissions Analysis

§93.127

- 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

§93.128

- Traffic Signal Synchronization (less than 3 signals) –HS02

IV. Transportation Control Measures

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IV. TRANSPORTATION CONTROL MEASURES (TCMs)

Transportation Control Measures (TCMs) are specific transportation projects and programs committed to help improve air quality, regardless of the source of funding. In other words, TCMs can be fully locally-funded. TCMs are required by the Federal Clean Air Act in ozone non-attainment areas that are classified as "serious" and above [Section 182(c)] 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 SIPs for the South Central Coast Air Basin (SCCAB) and the South Coast Air Basin (SCAB). Within the SCCAB and SCAB, 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 FTIP are committed TCMs. This ongoing rollover process has committed hundreds of projects and programs, which collectively will remove tons of air pollution each day from Southern California's skies.

A. TCM Definitions and Categories

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 TCM-type projects or programs. 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[1]: the SCAB and the Ventura County portion of the SCCAB (VC/SCCAB).

For the VC/SCCAB, the current TCM-type categories are as follows:

A. Ridesharing Strategies
   - A.1 Carpooling, Vanpooling, Buspooling
   - A.2 Modified Work Schedules
   - A.3 Park and Ride Lots

[1] *Three additional newly designated "Serious" and above 2008 ozone nonattainment areas, i.e., Coachella Valley, West Mojave Desert Air Basin, and Morongo Areas of Indian Country, are required to include TCMs in their upcoming ozone SIPs.*

B. Nonmotorized Strategies
   - B.1 Telecommunications
   - B.2 Bicycle and Pedestrian Facilities

C. Traffic Flow Improvement Strategy

D. Land Use Strategy

E. Transit Strategies
   - E.1 Public Transit Programs
   - E.2 Transit/Land Use Planning
   - E.3 Passenger Rail

In the SCAB, TCM-type projects and programs are defined in three main categories:

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

A specific list of projects, consistent with the TCM-type categories, is listed in each FTIP. Please see pages 59-61 of this chapter for a detailed listing of TCM type projects.

Committed TCMs: As stated previously, a TCM-type project or program becomes a *committed* TCM once funds have been programmed by the CTCs for right-of-way acquisition or for post-design implementation in the first two years of the prevailing FTIP or FTIP amendment. Projects with funds programmed for PE only are not TCMs. If a TCM project or program is programmed through an FTIP amendment, then the TCM project or program becomes a committed TCM that must be operational by the completion date provided in the amendment. If a transportation project includes a committed-TCM portion and a non-committed-TCM portion, only the committed-TCM portion of the project is a committed TCM.

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

- Completed and 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 completed TCM projects in the FTIP database.
- TCM projects require priority in funding, as well as demonstration of timely implementation, in accordance with the schedule provided in the FTIP. This means that in the event of a funding shortfall, TCM projects must be funded and implemented before non-TCM projects. In addition, all projects properly designated as TCMs in the first two years must be tracked

for timely implementation, and, in the event that a project is delayed or cancelled, substitute projects that provide equivalent air quality improvement benefits must be initiated in a timely manner.

- Once a TCM project is committed for implementation in an FTIP, the implementation status must be reported on in subsequent FTIPs until the project has been completed. All committed TCMs must be implemented on schedule or substituted for to avoid a conformity lapse. If implementation obstacles arise, the obstacles must be overcome or a substitution must be made. 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 or to substitute the project if the obstacle cannot be overcome in a timely manner.

B. TCM Rollover Process

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

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

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

C. Substitution of Individual TCMs

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs will identify and evaluate possible replacement measures for individual substitutions, through the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies. The proposed replacement project may be a new TCM-type project or an existing TCM-type project without any funds programmed in the first two years of the prevailing FTIP.

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

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

"(ii) if the substitute control measures are implemented-

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

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included—

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

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

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

The EPA's *Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision* requires that the emissions analysis demonstrates not only that the substitute TCM provides equivalent or greater emissions reductions for the same pollutants and precursors that original TCM provided in the applicable

SIP, but also that the substitution will not result in increased emissions of the other pollutants and precursors for which the area is designated nonattainment or maintenance. The emission analysis for the other pollutants and/or precursors is necessary to demonstrate that the substitution will not interfere with any applicable requirement concerning attainment, reasonable further progress, maintenance or any other applicable Clean Air Act requirement that applies to the other pollutants for which the area is designated nonattainment or maintenance.

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

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

For the purpose of TCM substitution, certain types of TCM projects including bicycle, pedestrian, bus/shuttle/paratransit vehicle purchase, and traffic signal synchronization/control system computerization projects will be grouped into their respective TCM categories by county within each FTIP cycle. The grouping will allow individual projects within each category to be replaced without formal substitution as long as the magnitude (e.g., number of buses or miles of bike lanes) of the category is equivalent or greater than that at the beginning of the FTIP cycle and the replacement project(s) will be completed in the same FTIP cycle. For details, see Table IV-A in Section D.

For the purpose of TCM timely implementation reporting, the following de minimis non-reportable TCMs will not be reported and no replacement is required:

- Bus/shuttle/paratransit fleet expansion projects with fewer than 5 vehicles;
- Bus stop improvement projects;
- Bicycle facility less than 1 mile and pedestrian facility less than 1/4 mile;
- Intelligent transportation systems/control system computerization projects with fewer than 3 traffic signals;
- Changeable message sign projects with fewer than 5 signs;
- Bike parking facilities, new or expansion, with nine or fewer bike lockers/slots;
- Expansion of bus station/shelter/transfer facilities with nine or fewer bike lockers/slots; and
- Rail station expansion with addition of nine or fewer bike lockers/slots.

For details, see Table IV-A in Section D.

D. TCM Project Categories for the SCAB and SCCAB

Table IV-A below is a listing of program codes for different categories of TCM-type and committed TCM projects. The county transportation commissions need to accurately enter the program code associated with TCMs for each project in the TIP database.

Table IV-A: TCM Project Categories in the SCAB and the SCCAB

Project Description	Program Codes
A. **High Occupancy Vehicle Measures**	
▪ New HOV Lanes – Extensions and Additions to Existing Facilities	CAN69
▪ New HOV Lanes – With New Facility Projects	CAN69
▪ New HOV Lanes -- With Facility Improvement Projects	CAN69
▪ HOV Bypasses, Connectors, and New Interchanges with Ramp Meters	CAN69, CAN66, CAX66, CAY66, CAN71, CAX71, CAY71
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives	CAN69
B. **Transit and System Management Measures**	
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
▪ Bus Rapid Transit and Dedicated Bus Lanes - Express Busways	BUO02
▪ Buses – Fleet Expansion (excluding fleet expansion with fewer than 5 buses)*	BUN94, BUN93
▪ Shuttles and Paratransit Vehicles – Fleet Expansion (excluding fleet expansion with fewer than 5 vehicles)*	PAN94, PAN93
Intermodal Transfer Facilities	
▪ Rail Stations - New	TRNH6
▪ Rail Stations - Expansion	TREH6
▪ Park & Ride Lots – New	TDN64
▪ Park & Ride Lots – Expansion	TDR64
▪ Bus Stations & Transfer Facilities – New (excluding bus stop improvement projects)	TRNH6
▪ Bus Stations & Transfer Facilities – Expansion (excluding bus stop improvement projects)	TREH6

Non-motorized Transportation Mode Facilities	
▪ Bicycle & Pedestrian Facilities – New (non-recreational and excluding bicycle facility less than 1 mile and pedestrian facility less than 1/4 mile)*	NCN25
▪ Bicycle & Pedestrian Facilities – Expansion (non-recreational and excluding bicycle facility less than 1 mile and pedestrian facility less than 1/4 mile)*	NCR25
▪ Bicycle Facilities – New (non-recreational and excluding bicycle facility less than 1 mile)*	NCN26
▪ Bicycle Facilities – Expansion (non-recreational and excluding bicycle facility less than 1 mile)*	NCR26
▪ Pedestrian Facilities – New (non-recreational and excluding pedestrian facility less than 1/4 mile)*	NCN27
▪ Pedestrian Facilities – Expansion (non-recreational and excluding pedestrian facility less than 1/4 mile)*	NCR27
C. **Information-based Transportation Strategies**	
▪ Marketing for Rideshare Services and Transit/TDM/ Intermodal Services	TDM20, TDM24
▪ Intelligent Transportation Systems/Control System Computerization (excluding projects with fewer than 3 new traffic signals)* - Traffic Signal Synchronization (excluding projects with fewer than 3 new traffic signals) - Real Time Transit or Rail Notification System - System-wide Smart Fare Card Equipment - Traffic Management/Operations Centers - Changeable Message Signs (CMS) (excluding projects with fewer than 5 changeable message signs)* - Closed Circuit Televisions (CCTVs) - Ramp Metering Systems - System-wide Signal Preemption - Traveler/Motorist Information Systems; Highway Advisory Radios - Vehicle Detection (VDS) & Automatic Vehicle Classification (AVC) Systems	ITS02, ITS01, ITS03, ITS04, ITS05, ITS06, ITS09, ITS10, ITS12, ITS13
▪ Telecommuting Programs/Satellite Work Centers	TDM24

* For TCM substitution purposes, the committed TCM projects will be grouped into their respective categories by county within each FTIP cycle. The grouping will allow individual projects within each category to be replaced as long as the magnitude (e.g., number of buses or miles of bike lanes) of the category is equivalent or greater than that at the beginning of the FTIP cycle.

Additional TCM/FTIP Listing Notes:

- Transit expansions to add service or vehicles are TCMs.
- Transit vehicle expansion projects should be split into different projects in two year increments consistent with a TCM committed programming period (2015 FTIP Project #1 = 14/15 & 15/16; Project # 2 = 16/17/ & 17/18 etc.) Do not treat vehicle expansion projects as other "on-going "transit projects.
- Transit projects using funds for operating expenses are not TCMs.

- Transit replacement projects are not TCMs and should be separated from transit expansion projects.
- Safety and maintenance projects are not TCMs.
- Transit alternative fuel replacement projects are not TCMs.
- Bicycle and pedestrian expansion projects for recreational purposes are not TCMs.
- Class III bicycle lanes are not TCMs because they are not segregated.
- Bike parking facilities, new or expansion, with 10 or more bike lockers/slots are TCMs; Non-reportable if fewer than 10 bike lockers/slots.
- Expansion of bus station/shelter/transfer facilities with 10 or more bike lockers/slots are TCMs; Non-reportable if fewer than 10 bike lockers/slots.
- Rail station expansion with addition of 10 or more bike lockers/slots are TCMs; Non-reportable if fewer than 10 bike lockers/slots.
- Transit replacement and maintenance projects should be listed separately in the FTIP, 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.
- Non-TCM projects may also be eligible for CMAQ funding such as replacement of old buses with alternative fuel buses.

V. Programming, TIP Database and References

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V. PROGRAMMING, TIP DATABASE AND REFERENCES

A. PROGRAMMING

1. General

Federal law requires that all projects funded under Title 23 of the U.S. Code and Federal Transit law be included in the FTIP. The FTIP 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-Categorical Exclusions (CE)) projects (refer to the discussion below on federal approval of environmental documents). Projects that require federal action must also be included in the FTIP. The FTIP must be consistent with federal regulations which stipulate that fiscal constraint shall be demonstrated and maintained by year for the first four years of the FTIP. 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. Programming the Environmental Documentation in the FTIP

As mentioned on page 5 of these guidelines, including the environmental documentation in the FTIP is critical in the development of the regional emissions analysis and receiving approval of the environmental document. The items that are required when entering the environmental information in the FTIP database are the environmental document, approval type, and the date when the environmental document will be approved. A complete list of document types is available on page 6 of these guidelines. For convenience, the document type and approval type have been combined (e.g. Environmental Assessment/Finding of No Significant Impact—EA/FONSI).

To enter the environmental information in the FTIP, select the appropriate environmental documentation and approval date in the box provided in the database. If the environmental document has not been approved, the anticipated approval date should be entered. For example, if a project sponsor is initiating the environmental approval process through NEPA and programming the project concurrently, the project sponsor should provide a reasonable date when to expect federal approval. If federal approval is delayed from the date provided in the FTIP database, the project sponsor should update the approval date in the FTIP. Updates to the environmental fields do not require State or Federal approval and are allowed in technical amendments to the FTIP. Once the environmental document has been approved or adopted, then the project should be updated in the FTIP database. If a project has not made significant progress in three years, the project may have to be reevaluated. In the case with NEPA, reevaluation is necessary to ensure that the FONSI or Record of Decision (ROD) is still valid. If there is a major change to the project's scope which requires the recirculation of an EIS or an updated EA, the CTCs will have to input the updated environmental date in the FTIP database. Note that a change in scope for a nonexempt project may have to undergo the modeling process and will have to be in a federally approved RTP/SCS.

There are projects that are exempt from environmental review which fall under Categorical Exclusions (CE). CEs are listed in 23 CFR Part 771.117 as well as on page

52 of these guidelines. For programming purposes, there is one exception to the requirement of entering the environmental document date: transit CE projects do not require a date if projects are not: CMAQ funded; a TCM or non-exempt project; a new transit facility, or a New Starts rail line.

There are various ways of obtaining the requested environmental information. The following are sources that can provide information on environmental documentation for specific projects.

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 ROW and Construction phase activities**. For federally-funded projects, work on final design, ROW and Construction phases cannot begin until the environmental process has been completed.

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

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	CATEGORICAL EXCLUSION -- NEPA	NEPA (FEDERAL)
EA/APPROVAL	ENVIRONMENTAL ASSESSMENT/ -- NEPA	
EA/FONSI	ENVIRNOMENTAL ASSESSMENT/FINDING OF NO SIGNIFICANT IMPACT -- NEPA	
EA/NOI	ENVIRONMENTAL ASSESSMENT/NOTICE OF INTENT TO PREPARE EIS -- NEPA	
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT -- NEPA	
FEIS/ROD	FINAL ENVIRONMENTAL IMPACT STATEMENT/RECORD OF DECISION -- NEPA	
CE	CATEGORICAL EXEMPTIONS -- CEQA	CEQA (STATE)
IS/ND	INITIAL STUDY/NEGATIVE DECLARATION -- CEQA	
IS/NOP	INITIAL STUDY/NOTICE OF PREPERATION OF EIR -- CEQA	
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT – CEQA	
FEIR/NOD	FINAL ENVIRONMENTAL IMPACT REPORT/NOTICE OF DETERMINATION -- CEQA	
EA/IS	ENVIRONMENTAL ASSESSMENT/INITIAL STUDY – JOINT NEPA/CEQA	JOINT NEPA/CEQA
DEIS/DEIR	DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT ENVIRONMENTAL IMPACT REPORT – JOINT NEPA/CEQA	
FEIS/FEIR	FINAL ENVIRONMENTAL IMPACT STATEMENT/FINAL ENVIRONMENTAL IMPACT REPORT – JOINT NEPA/CEQA	

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, ROW, and Construction. These projects include Intelligent Transportation System (ITS) (non-planning phase), Transportation Demand Management (TDM) (Rideshare), operations (including security), administrative (non-planning), and vehicle and equipment purchases. These types of projects should be programmed in the Construction phase for consistency.

4. Congestion Mitigation and Air Quality Program

Federal requirements regarding transportation project and program eligibility for the Congestion Mitigation and Air Quality Improvement (CMAQ) program funds are outlined

in the "Final Guidance for the Congestion Mitigation and Air Quality Improvement Program" which is in effect as of November 17, 2008. The CMAQ Guidance is available on the web at http://www.fhwa.dot.gov/environment/cmaq08gm.htm. Additionally, as of June 10, 2013 there is also "Interim Guidance on CMAQ Operating Assistance under MAP-21" This interim guidance is also available on the web at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq13ig.cfm. The primary purpose of the CMAQ program is to fund projects and programs 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. 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 Salton Sea Air Basin (SSAB) meet the CMAQ requirements and are eligible for CMAQ funds.

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

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

In MAP-21, there is language that 25% of all CMAQ funds must be obligated towards projects that address PM 2.5. As of this writing, the specifics regarding this requirement are being developed but once the specifics become finalized, it will be incorporated in the 2015 FTIP Guidelines.

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

Each of the CTCs are responsible for submitting data to FHWA for their respective CMAQ programs.

5. Identifying ITS Projects and Components

ITS projects and ITS components of larger projects should be identified when adding or amending projects to the FTIP. The CTCs 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 TIP Database.

Please include the estimated cost of the ITS component(s) in the General Comment Field for projects that include ITS components, or if the total amount does not include the cost

of the ITS component. No other reporting of ITS projects or components is required to SCAG beyond providing the information noted above in the SCAG TIP Database. However, additional information will be required by Caltrans, as described in the Local Assistance Program Guidelines (LAPG).

6. Local Advance Construction

Local Advance Construction or Local AC is a tool that allows agencies to program local dollars in anticipation of using future federal revenue to reimburse the agency. This allows a project to continue forward with limited federal funds. Projects funded with Local AC must comply with all federal regulations as if the project is funded with federal-aid dollars. Therefore, Local AC projects must be in the FTIP. Moreover, the federal reimbursement amount, known as the conversion, must also be programmed in the FTIP, demonstrating financial constraint.

If a CTC decides to program projects utilizing Local AC, both the local funds and the conversion must be reflected in the FTIP. In the SCAG Region, the conversion must be programmed in the same project as a negative value in the fund table of the same project. Typically, the conversion is programmed in a future federal fiscal year. However, there are some cases when the conversion is programmed in the same year as the Local AC funds. A Local AC fund code is available in the FTIP database and represents the local funds used to advance a project. Using this fund code indicates that the project is utilizing advance construction.

7. Toll Credits (Transit)

For transit projects the use of toll credits may be used as the local match in part or in its entirety, in accordance with applicable federal requirements. The amount of the local match depends on the fund source or project type. Two examples of how toll credits may be used are below.

Example 1:
$100,000 Project
Federal Share - $100,000
Toll Credits - $20,000

Example 2:
$100,000 Project
Federal Share - $90,000
Local Sales Tax - $10,000
Toll Credits - $10,000

It is important to list the toll credits in the project description and to specify the amount of toll credits, the fiscal year, and the phase it is being used for.

8. Grouped Project Listing Procedures

Grouped Project Items are essentially fund reservations that include a list of projects that are grouped by function, work type, and/or geographic area (23 CFR Part 450.324(f)). Usually, grouped projects are for road rehabilitation, safety, or minor improvements that

do not add capacity, require air quality conformity determination, or are deemed transportation control measures (TCMs). Caltrans has recommended a number of project categories that are eligible for Grouped Project Listings which is located on page 70 of these guidelines.

CTCs may find grouping projects to offer some advantages and flexibility when amending projects in the FTIP. County Transportation Commissions (CTCs) are required to submit a detailed list of the individual projects that constitute the grouped project that is programmed in the FTIP. The grouped list is the supporting documentation for the grouped project and is submitted to Caltrans and FHWA/FTA for approval. The grouped project list must contain a clear description of each project and fiscal year(s) the project is funded. FHWA and FTA also require that project lists be readily available that account for all funds listed in the Grouped Project. The submittal of Grouped Project Lists is mandatory and must be included with the FY 2013 county TIP and subsequent amendments. SCAG will not accept grouped projects that do not have a supporting Grouped Project list.

New projects can be added to an existing grouped project listing through administrative modifications in accordance with the Amendment and Administrative Modification Procedures dated June 3, 2011. For non-Federal Transit Administration (FTA) funded projects, the detailed project lists may be revised without the need for amendments or administrative modifications if the revisions do not result in changes to the total grouped project costs. However, CTC's must update the detailed project lists to reflect the revision, and furnish them to SCAG FTIP staff.

In an administrative modification, CTCs can add new projects to the grouped project listing as long as changes to the grouped project satisfy the administrative modification criteria. In addition, grouped project lists can be updated without the need for an amendment **as long as the total programmed amounts or fund sources do not change.**

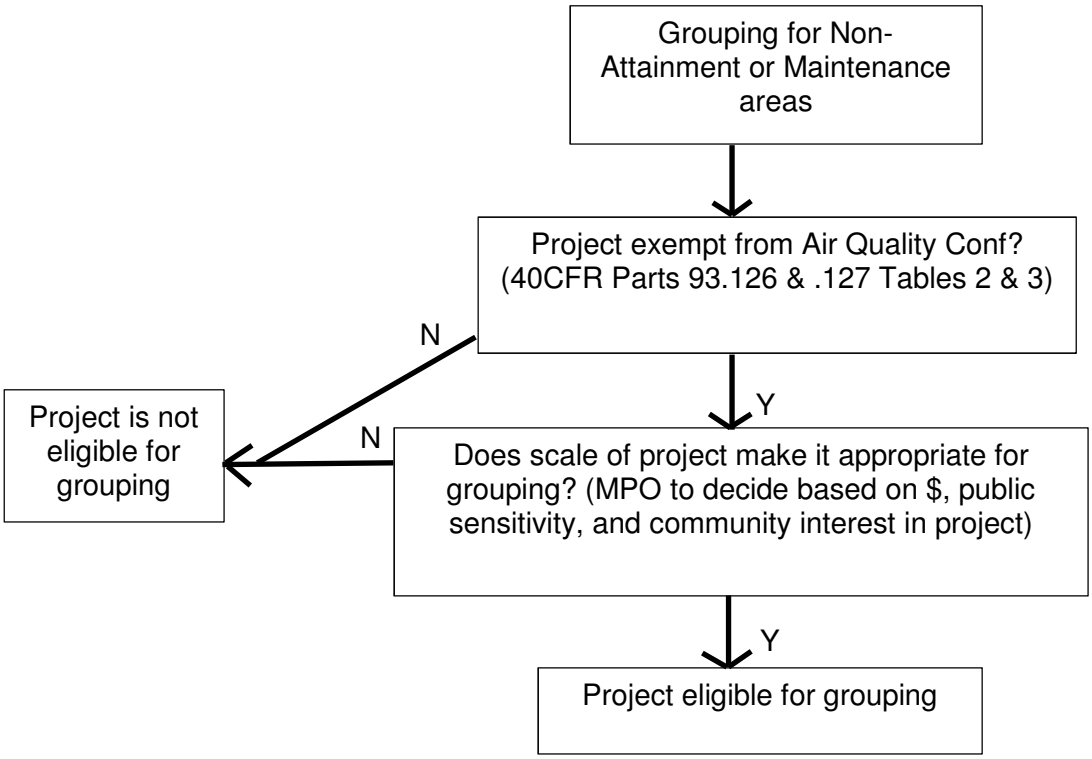
The CTCs are required to submit to SCAG the status of projects included in Grouped Project Listings that have been obligated on an annual basis through the FTIP amendment process. If there is no change to a Grouped Project Listing from one year to the next, the CTCs are required to report that no change has occurred to the Grouped Project Listing. In addition, project lists should not contain prior year funding beyond two years of the active quadrennial (i.e. FY 15/16 and FY 16/17). The CTCs should remove completed projects from the listing especially if the projects are in prior years. Electronic formats, preferably in Excel format, should be sent to SCAG

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.

The guidelines below are for programming grouped project listings and must be consistent with the "Exempt Project" classification contained in the Environmental Protection Agency's (EPA) Transportation Conformity Regulation (40CFR part 93). It is the CTC's responsibility to determine the eligibility of projects to be included in grouped project listings. If verification/confirmation is needed, a CTC shall consult with SCAG to confirm their findings.

Programming Guidelines:

1. Use the flow chart below to determine if a project is eligible for grouping. Projects ineligible for grouping must be programmed individually in the FTIP.



2. The description of the grouped project listings shall include appropriate 'Exempt Project" classification per 40 CFR, Part 93.126 and 93.127. See page 70 "for the start of the "Pre-approved List of Grouped Project Listings". If the proposed grouped project listing is different from the ones listed , the CTC shall contact SCAG staff prior to programming the new grouped project listing in its FTIP.

3. Projects may be further grouped by grantee/agency or by geographic area provided the grouped listing is consistent with the project listings per Attachment A. Note that projects can not be grouped by a particular fund type or funding program in the FTIP.

4. Detailed project listing (back-up listing) for a grouped project that is programmed or amended in an FTIP, must be included in the transmittal package to SCAG. The detailed listings shall contain individual project information with sufficient description to accurately identify scope, implementuing agency, location, limits of the project (if any), program year and the total cost. Total cost of the projects (including funding for all project phases) from the detailed project listing shall be programmed under the "Construction" phase in the FTIP.

5. Projects funded from the FTA can be grouped as long as the detailed project list is readily available to the FTA and the public. The deatiled project list must be included by the CTC when it is circulated for public review.

6. Projects with multiple FTA UZAs and with multiple FTA fund types can be grouped as long as the grouped projects meet the requirements of No. 5 above.

7. Projects that be classified as "Categorical Exclusion (CE)" per 23 CFR Part 771.117 (c) and (d) can be grouped together by CE classifiations.

Highway Bridge Program (HBP)
For HBP-funded projects, SCAG maintains a county-by-county HBP Grouped Project line item. Caltrans HQ provides each MPO region with a programming amount and project listing at various intervals, which is the basis for the Grouped Project Listing. Information provided by Caltrans shall be shared with the counties. Amendments to HBP-funded projects should be done through the county. Counties are required to submit a Grouped Project List for HBP projects.

Various County Grouped Project Listings
SCAG maintains the Grouped Project Listings for several fund sources under the Various Counties section of the 2015 FTIP. These listings are High Risk Rural Roads (HRRR), Highway Safety Improvement Program (HSIP), Safe Routes to School (SRTS). Other grouped projects listings may be added as deemed necessary by SCAG, the state, or the federal funding agencies.

A complete list of the Grouped Project Listings for Various Counties can be found on SCAG's website at http://scag.ca.gov/ftip/2013/approved.htm.

SCAG staff will update projects with these fund sources at the request of Caltrans or the CTCs. Caltrans and/or the CTCs will need to submit back up documentation and draft the narrative describing the change to the project(s). SCAG staff will input the change in the database, finalize the project narrative, update the Financial Plan, and revise the Grouped Project Listing report.

Transit Projects eligible for Grouped Project Listings
Transit Grouped Project lists are now required for eligible projects under Air Quality Exempt Tables 2 & 3 (40 CFR Part 93). These include minor operational/capital system improvements. Projects that are not eligible for Grouped Project Listings are bus terminals and transfer points, CMAQ-funded projects, and TCM type projects.

In order to include a transit project as a Grouped Listing, the project description must indicate the entire scope of the grouped list. For example, if project one is to construct a kiosk, project two is for shelters, and project three is for shelters and a kiosk, then the description should read Grouped projects for Kiosks and Shelters..

A transit Grouped Project will be grouped by grantee, geographic area, and type of project. The project description must include the number of buses to be purchased by the grantee with these buses categorized as an anticipated CE.

Grouped Project Categories

Sl. No.	Grouped Projects Listing Name	Project Description
1	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
2	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
3	Grouped Projects for Safety Improvements - SHOPP Mandates Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
4	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period
5	Grouped Projects for Safety Improvements - SHOPP Mobility Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Sl. No.	Grouped Projects Listing Name	Project Description
6	Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas
7	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)
8	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
9	Grouped Projects for Safety Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
a	Grouped Projects for Safety Improvements - Safe Routes to School Program (SRTS)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
b	Grouped Projects for Safety Improvements - Safe Routes to School Program (SR2S State Program)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Sl. No.	Grouped Projects Listing Name	Project Description
10	Grouped Projects for Safety Improvements - HSIP Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers
11	Grouped Projects for Railroad/highway crossing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Railroad/highway crossing
12	Grouped Projects for Safety Improvements on High Risk Rural Roads - HRRR program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
13	Grouped Projects for Hazard Elimination Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Hazard Elimination Program
14	Grouped Projects for Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
15	Grouped Projects for Shoulder Improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
a	Grouped Projects for Shoulder Improvements on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
b	Grouped Projects for Shoulder Improvements on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
c	Grouped Projects for Shoulder Improvements in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder improvements
16	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
a	Grouped Projects for Increasing Sight Distance on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance

Sl. No.	Grouped Projects Listing Name	Project Description
b	Grouped Projects for Increasing Sight Distance on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
c	Grouped Projects for Increasing Sight Distance in xxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
17	Grouped Projects for Pavement resurfacing and/or rehabilitation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
a	Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
b	Grouped Projects for Pavement resurfacing and/or rehabilitation on the State Highway System - Highway Maintenance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
c	Grouped Projects for Pavement resurfacing and/or rehabilitation on the Local Roads System	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
d	Grouped Projects for Pavement resurfacing and/or rehabilitation in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
e	Grouped Projects for Pavement resurfacing and/or rehabilitation - ARRA or XXXX funded	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
f	Grouped Projects for Pavement resurfacing and/or rehabilitation - AC overlays	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or rehabilitation
18	Grouped Projects for Pavement marking demonstration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement marking demonstration.
19	Grouped Projects for Emergency truck pullovers	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency truck pullovers.
20	Grouped Projects for Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).

Sl. No.	Grouped Projects Listing Name	Project Description
a	Grouped Projects for Non Capacity widening (no additional travel lanes)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Non Capacity widening narrow pavements or reconstructing bridges (no additional travel lanes).
21	Grouped Projects for Truck climbing lanes	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Truck climbing lanes outside the urbanized area
22	Grouped Projects for Skid treatments	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Skid treatments
23	Grouped Projects for Safety roadside rest areas	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safety roadside rest areas
24	Grouped Projects for Railroad/highway crossing warning devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing warning devices
25	Grouped Projects for Traffic control devices and operating assistance other than signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
a	Grouped Projects for Traffic control devices and operating assistance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
b	Grouped Projects for Traffic control devices	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Traffic control devices and operating assistance other than signalization project
26	Grouped Projects for Increasing Sight Distance	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Increasing Sight Distance
27	Grouped Projects for Fencing	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories – Fencing
28	Grouped Projects for Lighting improvements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Lighting improvements
29	Grouped Projects for Ride-sharing and van-pooling	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Continuation of ride-sharing and van-pooling promotion activities at current levels

Sl. No.	Grouped Projects Listing Name	Project Description
30	Grouped Projects for Bicycle and pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
a	Grouped Projects for Bicycle facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
b	Grouped Projects for Pedestrian facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
c	Grouped Projects for Bicycle and pedestrian facilities funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
d	Grouped Projects for Bicycle and pedestrian facilities in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
e	Grouped Projects for Bicycle and pedestrian facilities - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
f	Grouped Projects for Bicycle and pedestrian facilities - Non - Motorized	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)
31	Grouped Projects for Noise attenuation	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Noise attenuation.
33	Grouped Projects for Safety Improvements - Projects that correct, improve, or eliminate a hazardous location or feature.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Projects that correct, improve, or eliminate a hazardous location or feature.
34	Grouped Projects for Safety Improvements - Safer non-Federal-aid system roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Safer non-Federal-aid system roads
35	Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers

Sl. No.	Grouped Projects Listing Name	Project Description
37	Grouped Projects for Directional and informational signs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
a	Grouped Projects for Directional and informational signs funded with xxxx	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
b	Grouped Projects for Directional and informational signs in xxxx County/City	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
c	Grouped Projects for Directional and informational signs on the federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
d	Grouped Projects for Directional and informational signs on the non-federal aid system	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Directional and informational signs.
38	Grouped Projects for Sign removal	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Sign removal
39	Grouped Projects for Plantings, landscaping, etc.	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Plantings, landscaping, etc.
40	Grouped Projects for Acquisition of scenic easements	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Acquisition of scenic easements
41	Grouped Projects for Emergency or hardship advance land acquisitions	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Emergency or hardship advance land acquisitions (23 CFR 710.503).
42	Grouped Projects for Engineering	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing
43	Grouped Projects for Planning activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C.
44	Grouped Projects for Grants for training and research programs	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Grants for training and research programs

Sl. No.	Grouped Projects Listing Name	Project Description
45	Grouped Projects for Planning and technical studies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning and technical studies
46	Grouped Projects for Activities that do not lead to construction	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies, Grants for training and research programs, Planning activities conducted pursuant to titles 23 and 49 U.S.C, Federal-aid systems revisions, Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
47	Grouped Projects for Transportation enhancement activities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
48	Grouped Projects for Emergency Repair	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.
49	Grouped Projects for Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.(non-capacity Increasing)
50	Grouped Projects for Reconstruction or renovation of transit buildings and structures	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).(non-capacity Increasing)
51	Grouped Projects for Construction of small passenger shelters and information kiosks	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction of small passenger shelters and information kiosks
52	Grouped Projects for Construction or renovation of power, signal, and communications systems	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Construction or renovation of power, signal, and communications systems
53	Grouped Projects for Purchase of operating equipment for vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)

Sl. No.	Grouped Projects Listing Name	Project Description
54	Grouped Projects for Purchase of office, shop, and operating equipment for existing facilities	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of office, shop, and operating equipment for existing facilities
55	Grouped Projects for Rehabilitation of transit vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Rehabilitation of transit vehicles (In PM10and PM2.5nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan)
56	Grouped Projects for Purchase of support vehicles	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of support vehicles
57	Grouped Projects for Operating assistance to transit agencies	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies
58	Grouped Projects for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. (Minor changes include changing the number of transit vehicles purchased by 25% or less, and changes to the fuel type of transit vehicles. MPO needs to take the change through an interagency consultation to confirm that the change in scope is minor)	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
59	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement resurfacing and/or rehabilitation - Minor Program	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers, Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)

The projects included under following grouped project listings may be exempt from regional emissions analysis. Note that the local effects of the project on CO and PM concentrations must be considered to determine if a hot-spot analysis may be required prior to making a project level conformity determination.

Sl. No.	Grouped Projects Listing Name	Project Description
60	Grouped Projects for Intersection Channelization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Channelization Projects.
61	Grouped Projects for Intersection Signalization	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Intersection Signalization Projects
62	Grouped Projects for Interchange Reconfiguration	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Interchange Reconfiguration Projects
63	Grouped Projects for Changes in Vertical and Horizontal Alignment	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Changes in Vertical and Horizontal Alignment Projects
64	Grouped Projects for Truck Size and Weight Inspection Stations	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Truck Size and Weight Inspection Stations
65	Grouped Projects for Bus Terminals and Transfer Points	Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Table 3 categories - Bus Terminals and Transfer Points

Note: All Grouped listings must be accompanied by detailed back-up listings

9. Closeout of Right-of-Way Costs

In cases where the final cost of the right of way acquisition is not settled or settlement of utility relocation costs may continue after a project is complete, the federalized costs are required to be in the currently approved FTIP. These right-of-way funds need to be part of the annual right of way obligation plan or need to be approved from Caltrans HQ-RW before they can be programmed in the FTIP.

10. Performance Measures

In MAP-21, there is language regarding Performance Measures for projects in the Federal Transportation Improvement Program. As of this writing, the specifics are unknown regarding this requirement but once specifics become available, it will be incorporated in the 2015 FTIP Guidelines.

Additionally the specifics for the Transit Asset Management Plan are also unknown, However, once the specifics become available, it will be incorporated in the 2015 FTIP Guidelines.

B. TIP DATABASE

1. Entering Projects into the SCAG TIP Database

The 2015 TIP will continue to utilize the SCAG TIP Database. Guidance for using the SCAG TIP Database is available as a separate document via the TIP Database home page under the "TIP Help" tab and "TIP Database User Guide."

The CTCs will continue to receive proper training on any pertinent updates to the TIP Database.

2. Project Descriptions (required field)

An important first step in programming is to review the proposed projects for funding and program eligibility, and for consistency with the 2012 RTP/SCS. If a project is not consistent with the 2012 RTP/SCS, it will not be programmed in the FTIP.
It is essential that complete information be submitted on each project, and that the CTCs carefully input information in the SCAG TIP database with as much detail as possible. Each CTC is responsible for proofing its entire program regardless of funding source to ensure that the Database reflects accurate and complete data.

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

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

SCAG recommends that the CTCs follow the format provided by Caltrans listed below when developing project descriptions. Descriptions should be as detailed as space allows (up to 400 characters). 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 three criteria are met:

- The first is a detailed description of the type of vehicle to be purchased (size/type), quantity (how many buses) and fuel type (Alternative Fuel, Diesel, etc.) of the vehicle(s).
- The second is selecting the correct Program Code for the project.
- Do not combine Expansion & Replacement vehicles under one project

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

3. Project Completion Dates (required field)

The Project Completion Date field in the SCAG TIP Database refers to the completion of the overall project. The date the project is expected to be implemented and operating. In cases where only ENG and/or ROW are programmed in the FTIP, the completion date should reflect the anticipated overall completion date for the project such as the end of construction. For vehicle purchase, the completion date should be the date all vehicles are delivered..

SCAG TIP Database has separate start and end date fields for each of the three phases (PE, ROW & Construction) and these fields should be populated for all construction projects.

4. Transportation Control Measures (TCM) Process

TCM-type projects become *committed* TCMs (see page 55), with ROW or Construction funds in the first two years of the FTIP, the completion date and project description become committed. The project must be operational by the completion date in order to fulfill the TCM conformity requirement of Timely Implementation of TCMs. Below are the steps by which a project becomes TCM Committed:

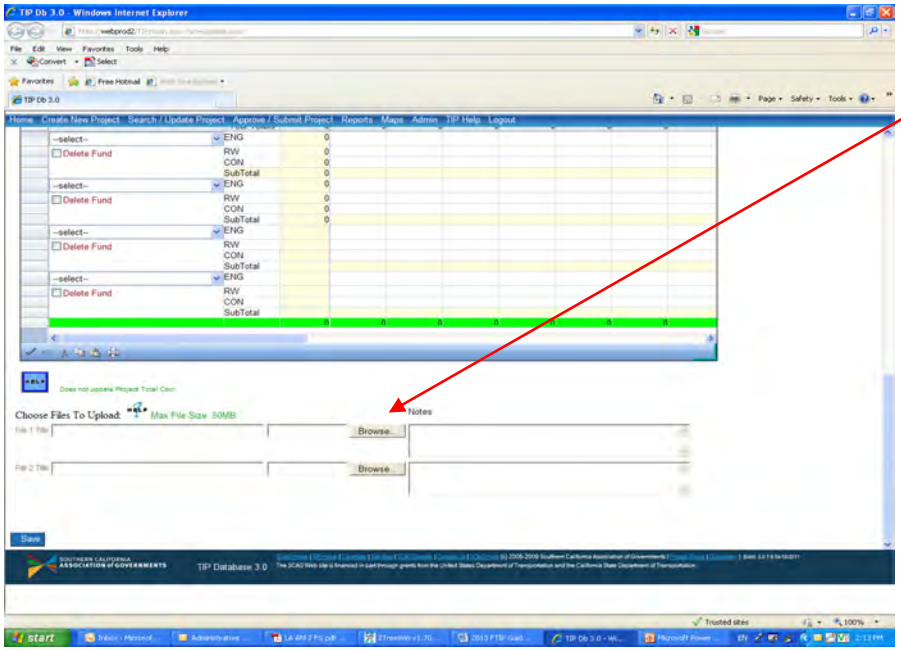
a. The Commissions will open the TCM Committed project in the database. Under the "TCM Comment" field, the Commissions will submit a comment indicating the reason for the proposed changes.
b. The FTIP staff will work with the Conformity staff to determine if the change will be accepted.
c. If the change is accepted, the project will be unlocked by the FTIP staff by changing the Conformity Category to "TCM".

For LA Metro and OCTA, since they release their database to the local agencies, they need to make sure all TCM Committed projects have these fields locked until the three steps above have taken place.

5. File Attachment

In order for CTCs to submit all back-up documentation related to projects in the FTIP, SCAG has developed a File Attachment feature. This feature allows CTCs to attach any back-up documentation for any project submitted during the FTIP development or amendment process. Attachments may include grouped project listings, diagrams, maps, grant award letters, etc. See exhibit B below.

Exhibit B - TIP Database Create/Update Screen File Attachment field



CTCs can attach a file to a project at the bottom of the input screen. Once the CTC staff has entered the project details, the staff person can attach any back-up documentation or maps by clicking on the "Browse" button.

NOTE: CTCs can attach more than two documents per project. The title lines will expand after CTCs attach the second document.

6. Total Project Cost

The Total Project Cost is the full amount of a project (Engineering, ROW and Construction) irrespective of which phase is programmed in the FTIP. Enter the full amount required to complete all phases of a project in the Total Project Cost field of the database. In cases where only Engineering and/or ROW phase is programmed, the Total Project Cost and the Programmed Total will not match with one another. However, if all three phases of a project are programmed and funded, both the Total Project Cost and Programmed Total will match.

7. Local Match

The appropriate local match for federal funds must be programmed in the same fiscal year and phase of a project. For example, if federal funds are programmed in FY 14/15 for ROW, the local match must also be programmed in FY 14/15 for ROW. Section 5 of this chapter provides links to common fund sources that can provide additional detail on local match requirements.

8. Programming Construction funds in multiple years

Construction funds cannot be programmed in multiple years unless construction activities are under a separate contract. Construction activities that are under separate contract must be documented in the Project Notes of the database.

9. Parent Project Field

The Parent Project Field is now available for projects that will be split into two or more separate projects. Enter the original project, also known as the "parent" project, in this field. This will indicate to staff which project did the new, split project originated from.

10. Congestion Management Plan (CMP) Measures

The CMP Mitigation Measures check boxes are now available in the FTIP database input screen. CTCs will be prompted to check the corresponding CMP measures if a project has federal funds and the total project cost exceeds $50 million. For more details on the CMP measures, please refer to the Section S of the Policy Requirements chapter on page 19.

11. Common Problems with Database 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 Grouped Project lists.
- Missing modeling information for bus expansion projects.
- Incorrect RTP ID's.
- Project Status should be reviewed and updated.
- Submitting projects in an Administrative Modification with Added or Deleted Phases.
- Submitting projects with Construction funding in two consecutive years.
- Missing program codes.
- Conflict with completion date and funding years.
- Not programming funds in year of expenditures dollars.
- Submitting projects with missing CMP measures and CMP back-up

- Submitting projects with a project scope that describes more than one project
- Submitting projects with the incorrect Local or Toll Credit match amount.
- Narratives not giving a clear Change Reason
- Submitting bookkeeping projects

12. Program Codes

The Program Codes in the SCAG TIP 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 TIP Database can accommodate the selection of up to three Program Codes to define the main components of the overall project scope. Program codes should be selected which best defines the project.

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

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

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 91 of these Guidelines. 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 Grouped Projects codes found at the bottom of the Program Code list.

NC 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 (see table beginning on page 91) 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)

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 Group Projects categories **NC** = Non-Capacity Enhancing **PA** = Paratransit item **PL** = Planning **RA** = Rail item **SE** = Security project **SH** = SHOPP Group Projects **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 Grouped Project codes found at the bottom of the Program Code list.*	**0 through 49** = federally exempt (if project is not exempt, such as "add truck lane in urbanized areas", then indicate in the comment section of TIP database). **H1 through H6** = these six projects require hot-spot analysis consideration. **T0 through T9** = these larger Hwy/Road projects contain non-motorized or TCM aspects.

13. Change Reason Codes (required field)

All active projects in the 2013 FTIP will be carried over into the 2015 SCAG TIP database as "2013 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

The Change Reason codes listed below match the codes available in the TIP Database.

CHG_REASON CODES	DESCRIPTION
AC CONV	AC CONVERSION
AWARD	AWARDED PROJECT
C/O 2013	2013 FTIP CARRYOVER
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
DESC CHG	DESCRIPTION CHANGE
FTA	FUND TRANSFER AGREEMENT
FUND CHG	FUND SOURCE CHANGE
LEAD CHG	LEAD AGENCY CHANGE
LIMIT CHG	LIMIT 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

CHG_REASON CODES	DESCRIPTION
ON HOLD	HOLD STIP PROJECT
R/W CHG	RIGHT OF WAY CHANGE
SCH<	SCHEDULE ADVANCED
SCH>	SCHEDULE DELAY
SCOPE CHG	SCOPE CHANGE
SPLIT	SPLIT PROJECT
SPLIT SCH<	SPLIT PROJECT WITH SCHEDULE ADVANCE
SPLIT SCH>	SPLIT PROJECT WITH SCHEDULE DELAY
TCM - HOLD	TIMELY IMP ISSUE
TECH CHG	TECHNICAL CHANGE
MINOR CHG	MINOR CHANGE
MODEL CHANGE	MODELING DETAILS UPDATE

Note: Use MINOR CHG code only if change reason cannot be described by another listed code.

14. Project Status

Project Status helps identify the project phase when the project is programmed or amended in the FTIP. **CTCs are required to update this field to reflect on-going progress when developing 2015** county TIPs and when submitting amendments. This field is most often overlooked. For Federal Transit Administration (FTA) funded transit projects, use the "FTA TEAM Milestones Translation Table" to translate between FTA TEAM Milestones and the TIP database Project Status field. The codes below match the codes available in the TIP Database.

PROJECT STATUS	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
12	PROJECT OPEN FOR USE BUT LANDSCAPING/OTHER STILL PENDING

15. 100% Prior Projects

Projects that are programmed in the 2015 FTIP with all funds programmed prior to FY 14-15 are considered as "100% prior projects". It is essential that the CTCs update all 100% prior projects. These projects should be updated as completed, deleted, or continue to be carried over into the 2015 FTIP.

a. FTA Funds

In particular it is very important to program Federal Transit Administration (FTA) funds into the current FTIP cycle to avoid grant delays. For example, a grantee has funds programmed as a 100% prior project in FY 12-13. These funds have not been awarded. If these funds are not carried over into the 2015 FTIP into FY 14-15, FY 15-16, FY 16-17, or FY 17-18, the grantee will be unable to secure a grant award until it is programmed in one of the years specified above. This will delay the grant award process.

This analysis is necessary so that the most current and accurate information for all projects is accurately reflected and projects are not unduly delayed.

FTA considers an FTA funded project to be "complete" when the capital items are purchased, buses delivered and construction completed. A project is NOT complete merely when a grant is awarded.

16. Reports

The TIP Database gives the CTCs the ability to run various reports to conduct their analysis and review the project(s) entered in the TIP Database to confirm the accuracy of the project. The following is a list of the reports most commonly used to perform project analysis:

Project Sheet
Project Listing
Comparison Report
Fund Summary

For steps on producing the reports, please refer to the TIP Database User Guide.

If a CTC would like a special report that may not be produced through the current TIP Database reports screen, they may make a request by contacting Pablo Gutierrez at (213) 236-1929, or gutierre@scag.ca.gov.

17. TIP Database Screen & Instructions

Screens from the SCAG TIP Database are included in the new TIP Database User Guide. The TIP Database User Guide can be accessed from the TIP Database home page. Additionally, the 2015 FTIP Guidelines will be available in TIP Database home page.

C. REFERENCE SECTION

1. Program Codes

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

Program Codes

General Codes that Apply Across All Modes	
AD	*Administration/ Administrative Facilities*
ADM83	Administration
ADN55	Administrative Office(s)/Facility - New
ADR55	Administrative Office(s)/Facility - Rehab/Improvements
	Misc.
CHI50	Child Care Facility
FUL51	Fueling Stations
FUL52	Fueling Stations - Alternative Fuel
PLN40	Planning
ART48	Public Art Projects
SEC53	Security
SEC54	Security Equipment/Facilities
PPM01	STIP – Planning, Programming & Monitoring
STUDY	Project Study
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	
CAN21	Auxiliary Lane Not Through Next Intersection
CAN37	Auxiliary Lane Through Interchange
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

	Capacity Enhancing Improvements (cont.)
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
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
CAXT9	HOT Lane(s) Improvement/Expansion: REGIONALLY SIGNIFICANT
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

	Capacity Enhancing Improvements (cont.)
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
CANT9	New HOT Lane(s): REGIONALLY SIGNIFICANT
CAN69	New HOV Lane(s): REGIONALLY SIGNIFICANT
CAX70	New Interchange: REGIONALLY SIGNIFICANT
CAY70	New Interchange: GOODS MOVEMENT
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
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
CAX77	Road Diet – Eliminating travel lanes
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: NON-REGIONALLY SIGNIFICANT
CAX74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: REGIONALLY SIGNIFICANT
CAY74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: GOODS MOVEMENT
NCR77	Reversible Lanes
	Non-Capacity Improvements
NCN25	Bicycle & Pedestrian Facilities – New

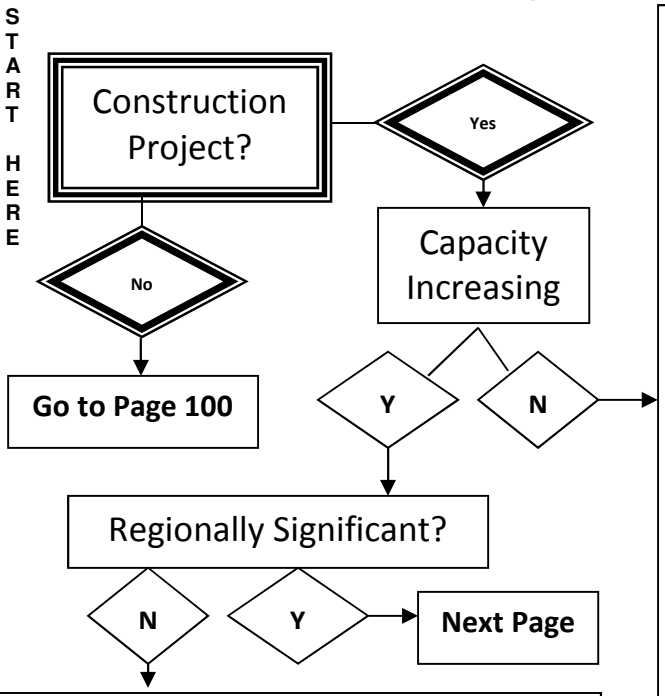
Non-Capacity Improvements (cont.)	
NCR25	Bicycle & Pedestrian Facilities – Upgrade
NCN26	Bicycle Facility – New
NCR26	Bicycle Facility – Upgrade
NCRT1	Bridge Restoration & Replace (No Lane Additions)w/ Non-motorized and/or TCM Scope/Facilities
NCR36	Bridge Restoration & Replacement (No Lane Additions)
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
NCR31	Road Replacement and Rehabilitation (No Lane Additions)
NCN33	Roadside Rest Area – New
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
NCR90	Turnouts
NCR91	Upgraded Facilities (No Lane Additions)
NCR93	Port 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

Revenue Operations and Capital (cont.)	
TRR06	Administrative Equipment - Upgrade/Rehabilitate
TRN08	Fare Equipment/Ticket Vending Machines
TRN07	Maintenance Equipment - New
TRR07	Maintenance Equipment - Upgrade
TRNH6	Passenger Stations/Facilities - New
TREH6	Passenger Stations/Facilities - Expansion
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
BUO02	Bus Rapid Transit and Dedicated Bus Lanes - Express Busways – New Service
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 (e.g., Metrolink)*
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

Revenue Operations and Capital (cont.)	
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) (Subway)*
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	System-wide 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	System-wide Signal Preemption
ITS11	Signal Video Enforcement
ITS12	Traveler/Motorist Information Systems; Highway Advisory Radios

Intelligent Transportation Systems (ITS) (cont.)	
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\Expansion
TDM20	Ridesharing
TDM24	TDM Programs - non Ridematching & non Park & Ride
Grouped Project Listing 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)
LUM06	Recreation Trail Projects

Guide to Program Code Selection

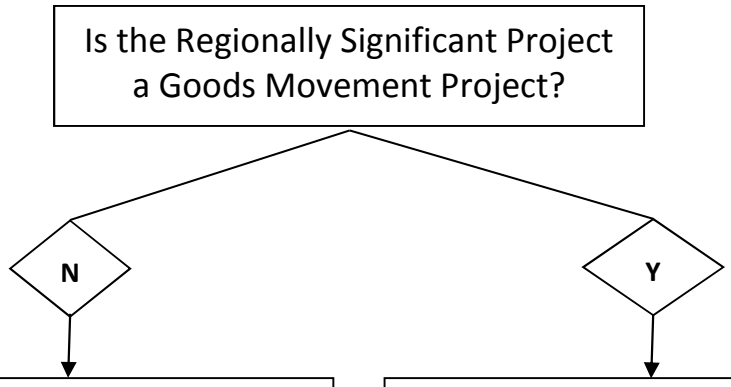


CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

Adding a Lane through a Bottleneck – CAN76
Auxiliary Lane Not Through Next Intersection – CAN21
Auxiliary Lane Through Interchange – CAN37
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) without HOV – CAR63
Highway/Road Impr, Lane add w/non-motor/TCM – CART2
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 non-motorized/TCM facilities – CANT6
New Overcross or Undercross – CAN72
New Overcross or Undercross w/non-motor./TCM – CANT8
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
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
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
Port Facilities – No Lane Additions – NCR93
Public Art – ART48
Ramps -Modify – NCR88
Road Diet – Eliminating travel lanes – CAX77
Road Replacement and Rehabilitation – NCR31
Roadside Rest Area - New – NCN33
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 Lane Additions) – NCR91
Upgraded Facilities (No Lane Additions) w/ Non-motorized and/or TCM Scope/Facilities – NCRT2



REGIONALLY SIGNIFICANT (Non Goods Movement)

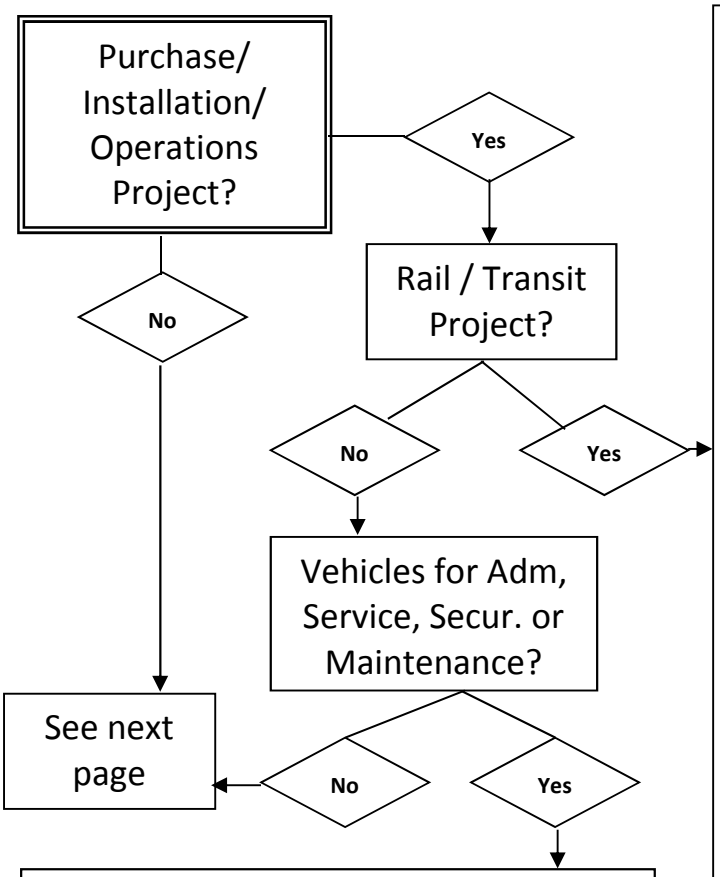
CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

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) without HOV – CAX63
Interchange –New – CAX70
Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities – CAXT2
HOT Lane(s) Improvements/Expansion: Regionally Significant – CAXT9
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 HOT Lane(s): REGIONALLY SIGNIFICANT – CANT9
New HOV Lane(s): REGIONALLY SIGNIFICANT – CAN69
New Overcross or Undercross – CAX72
New Overcross or Undercross w/non-motor./TCM – CAXT8
Overcross or Undercross Improv. (Lane Additions) – CAX75
Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CAXT0
Restriping for "Mix" Flow Lanes – CAX59
Reversible lanes – NCR77
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) without 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): REGIONALLY SIGNIFICANT – CAN69
New Overcross or Undercross – CAY72
New Overcross or Undercross w/non-motor./TCM – CAYT8
Overcross or Undercross Improv. (Lane Additions) – CAY75
Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CAYT0
Restriping for "Mix" Flow Lanes – CAY59
Reversible lanes – NCR77
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 - Expansion – TREH6
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 Rapid Transit and Dedicated Bus Lanes - Express Busways –New Service – BUO02
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
System-wide 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
System-wide 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/ Grouped Projects

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

Grouped Project Listing 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
Recreation Trail Projects – LUM06

2. Conformity Category

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

Conformity Category
EXEMPT
EXEMPT - 93.126
EXEMPT - 93.127
EXEMPT - 93.128
NON-EXEMPT
NON-EXEMPT/NOT IN RTP
NON-FEDERAL/NON-REGIONAL
NON-REPORTABLE TCM
TCM
TCM Committed

3. Lead Agencies

Lead Agencies identify the agency in charge of programming the project and also report the progress of the project. If the CTC's request that a new Lead Agency or Fund Code be added to the TIP database, the form on the following page needs to be filled out and sent to Caltrans headquarters before they can be added to the database. The form may be downloaded from the TIP Database homepage.

http://rtmisweb.scag.ca.gov/RTIP/login.aspx?logout=1

DIVISION OF LOCAL ASSISTANCE PROCEDURES TO REQUEST LOCAL AGENCY LOCODE / MASTER AGREEMENT(S)

1. Local Agency requests Division of Local Assistance (DLA) LOCODE & Master Agreement through DLAE.
2. DLAE to verify that DLA LOCODE/Master Agreement are necessary and applicable at this time
   - Check LP2000 Database to confirm that Local Agency LOCODE / Master Agreement do not already exist
   - Check FTIP/STIP to confirm that DLA federal/State funds are programmed for project
   - If a transit agency is making the request, can programmed FHWA federal funds be transferred to FTA?
3. DLAE assesses the type of local agency requesting LOCODE/Master Agreement. Issues to consider:
   - Public vs. Private Agency
     - Typically DLA does not enter into a Master Agreement with a private entity due to concerns regarding:
       * Compliance with maintenance responsibilities of Master Agreement (here today, gone tomorrow)
       * In event of project default, Caltrans does not have a mechanism for recouping costs for completing project or placing project in acceptable state of repair, intercepting funds (e.g., future gas tax funds, withholding payment from other local assistance project invoices, etc.), or withholding future federal authorizations or CTC allocations, if any.
     - DLA recommends private entities find a city or county project sponsor to administer project
   - Transportation vs. Nontransportation Agency
     - Non-Transportation type agencies are limited to administering non-infrastructure projects Master Agreements
4. If DLAE concurs with request:
   - DLAE to instruct Local Agency to complete and return the attached DLA "LOCODE Request Form"
   - DLAE to submit completed DLA “LOCODE Request Form” to:

     Sunate Vongjesda
     Senior Transportation Engineer
     Office of Project Implementation
     Division of Local Assistance
5. Caltrans DLA to Request an audit of Local Agency by Caltrans Audits & Investigation (A&I)
   - Purpose is to assess:
     - Risk to Caltrans of entering into a Master Agreement with the new agency
       * Source of revenue? (ability to meet financial commitments to contractors, consultants, Caltrans)
       * Financial status?
       * High risk agency?
     - Ability of Agency's Accounting System to capture financial data and administer Local Assistance projects
       * Compliance with Federal and State regulatory requirements?
   - Timeliness of A&I agency Audit is subject to workload and available staff. To assist DLA and A&I in prioritizing work additional information may be requested from the local agency such as:
     - Type of agency?
     - How long has agency been in business?
     - How large is the agency? Staffing levels? Type of staff? Staff turnover?
     - Has agency been audited by another State agency before? If so, when? Any adverse findings? Copy of Audit Report available?
     - Is this their first Local Assistance project? Federal/State Aid dollar amounts? Other anticipated projects?
6. Upon DLA concurrence to issue a LOCODE / Master Agreement to the new Agency:
   - Local Agency may request Master Agreement be generated immediately (for review by their legal counsel) or issued concurrently with project specific program supplement agreement.

DIVISION OF LOCAL ASSISTANCE "LOCODE REQUEST FORM"

Please assign a LOCODE for the following agency (before implementing its project).

Agency Name: _____

Agency Mailing Address: _____

_____

_____

Attention Person (if any) and Title: _____

Agency Phone Number: _____

Agency FAX Number: _____

Contact Person and Title: _____

Contact Person E-mail Address: _____

Caltrans' District: _____

County Name: _____

State Assembly District No: _____

State Senate District No: _____

RTPA within its jurisdiction (if applicable): _____

MPO within its jurisdiction (if applicable): _____

Urban Area (if applicable: _____

Air Basin: _____

Local Agency Request by:

Date: _____

Name: _____

Address: _____

_____

_____

Phone No.: _____

Fax No. _____

E-Mail Address:_____

DLAE: Send completed LOCODE Request Form to:

Sunate Vongjesda
Department of Transportation
Division of Local Assistance, MS1
Project Implementation, North
1120 N Street, Sacramento, CA 95814, or

P.O. Box 942874, Sacramento, CA 94274-0001

Phone: .....(916) 651-6872
Fax:.....(916) 653-7621
E-Mail Address: .....sunate_vongjesda@dot.ca.gov

4. Common Fund Sources

The following is a list of common fund sources seen in the Federal Transportation Improvement Program (FTIP).

Federal Highway Administration (FHWA) programs

The following FHWA fund sources are from the Moving Ahead for Progress in the 21st Century Act (MAP-21)

Surface Transportation Program (STP)
http://www.fhwa.dot.gov/map21/stp.cfm

Funding is used for a wide variety of projects that can range from improving and expanding state and local highways, major roads, bridges, bicycle and pedestrian facilities. Funds are also used for transit capital but must be transferred to FTA. Funds are distributed to state by formula and are allocated to the regions with 50% of funds to the Regional Transportation Planning Authorities (RTPAs), 40% to the State Highway Operations and Protection Program (SHOPP), and 10% to Transportation Enhancements (TE).

Congestion Mitigation and Air Quality Program (CMAQ)
http://www.fhwa.dot.gov/map21/cmaq.cfm

The primary purpose of the CMAQ program is to fund projects and programs in air quality non-attainment and maintenance areas (ozone and carbon monoxide) that reduce transportation-related emissions. 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. Projects that are eligible for CMAQ funding include High Occupancy Vehicle (HOV) lanes, bicycle and pedestrian facilities, and fleet expansion vehicles for public transit agencies.

National Highway Performance Program (NHPP)
http://www.fhwa.dot.gov/map21/nhpp.cfm

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements

Highway Safety Improvement Program (HSIP)
http://www.fhwa.dot.gov/map21/hsip.cfm

MAP-21 continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The primary features of the current HSIP are retained, including the requirement for a comprehensive, data-driven, Strategic Highway Safety Plan (SHSP) that defines State safety goals and describes a program of strategies to improve safety.

GARVEE Bonds
http://www.dot.ca.gov/hq/innovfinance/garveebond.htm

GARVEE bonds are tax-exempt debt instrument financing mechanisms that are backed by annual federal appropriations for federal-aid transportation projects. Funding from GARVEE bonds can be used for right of way, highway construction, or other transportation projects that are eligible under Title 23 of the United States Code while meeting all federal requirements. Additional requirements for projects to become eligible for GARVEE bonds include, environmental clearance and completed project design, California Transportation Commission (CTC) designation for GARVEE financing, and Federal Highway Administration (FHWA) eligibility for advance construction using GARVEE financing. GARVEE financing is subject to federal match requirements because these funds rely solely on future federal-aid funding for debt repayment. However, local or state funds can be used for matching purposes outside of the debt service.

Transportation Alternatives (TA)
http://www.fhwa.dot.gov/map21/tap.cfm

MAP-21 establishes a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Federal Transit Administration (FTA) programs

The following FTA fund sources are from the Moving Ahead for Progress in the 21st Century Act (MAP-21):

Section 5307 Urbanized Area Formula Grants
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Section 5309 Fixed Guideway Capital Investment Grants
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Fixed_Guideway_Capital_Investment_Grants.pdf

This program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.

Section 5310 Transportation for Elderly Persons and Persons with Disabilities
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This program also consolidates New Freedom Program and Elderly and Disabled Program.

Section 5311 Formula Grants for Rural Areas
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations .

Section 5337 State of Good Repair Grants
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_State_of_Good_Repair_Grants.pdf

A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Section 5339 Bus and Bus Facilities Formula Grants
http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

State Revenue Sources

State Transportation Improvement Program (STIP)
http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm

The State Transportation Improvement Program (STIP) is funded with a combination of Federal and State revenue sources. The Regional Transportation Planning Agencies (RTPAs) propose programs and projects for 75% of the available funds while Caltrans proposes programs for the remaining 25%. Fund estimates are released on July of every odd number year with the California Transportation Commission (CTC) approving the estimates in August of every odd number year. Once approved, Caltrans and the RTPAs prepare transportation improvement programs for these funds in December with approval of the programs by the CTC in April of the subsequent, even number year. By law, the fund estimate can be delayed for up to 90 days which impacts the overall STIP approval schedule. Therefore, the timelines are subject to change.

State Highway Operation and Protection Program (SHOPP)
http://www.dot.ca.gov/hq/transprog/shopp.htm

The State Highway Operation and Protection Program (SHOPP) primarily funds state highway and bridge rehabilitation and reconstruction projects. These projects do not add capacity to highways and are often exempt from air quality analysis and environmental review. Changes to the SHOPP usually requires CTC action which is then updated in the FTIP soon after CTC approval.

Transportation Development Act (TDA)
http://www.dot.ca.gov/hq/MassTrans/State-TDA.html

The Transportation Development Act (TDA) provides funding for the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund, both of which fund projects that assist and improve public transportation. Funds are allocated to counties based on several factors which include population, taxable sales, and transit performance. TDA funding is

used for planning and program activities, pedestrian and bicycle facilities, community transit services, public transit, and bus and rail projects. If transit demand does not exist, funds can be used for roads. Agencies typically use these funds as local match for FTA funds that have a match requirement.

Traffic Congestion Relief Program (TCRP)
http://www.dot.ca.gov/hq/transprog/ocip.htm

The Traffic Congestion Relief Program (TCRP) is funded with a combination of the State general fund and sales tax on gasoline between the years of 2000 to 2006. Few projects that received TCRP funds are complete, with several projects still underway.

Proposition 1B
http://www.dot.ca.gov/hq/transprog/ibond.htm

Adopted in 2006 by California voters, this bond will generate $19.925 billion over the course of ten years. Bonds are distributed to several different programs which include:

- Corridor Mobility Improvement Account (CMIA)
- State Route 99 Improvements
- California Ports Infrastructure, Security, and Air Quality Improvement Account which include the Trade Corridor Improvements Fund, additional port security measures, and an apportionment to supplement the State Air Resources Board for the purpose of emissions reduction not required by law.
- School bus retrofit
- STIP augmentation
- Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) in which a portion will go to Intercity Rail improvement
- State-Local Partnership Program Account
- Transit System Safety, Security, and Disaster Account
- Local Bridge Seismic Retrofit Account
- Highway-Railroad Crossing Safety Account
- Highway Safety, Rehabilitation, and Preservation Account, a portion of which will go to the SHOPP and Traffic Light Synchronization
- Local Streets and Road Improvement, Congestion Relief, and Traffic Safety account

Other tools and mechanisms for programming projects

Local Advanced Construction
http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/p03proja.pdf (Pages 3-14 to 3-15)

Local Advance Construction or Local AC is a tool that allows agencies to program local dollars in anticipation of using future federal revenue to reimburse the agency. This allows a project to continue forward with limited federal funds. According to the Local Assistance Procedure Manual, CMAQ, RSTP, and HBP are the only federal-aid programs eligible for Local AC. Projects funded with Local AC must comply to all federal regulations as if the project was funded with federal-aid dollars. Therefore, Local AC projects must be in the FTIP. Moreover, the federal reimbursement, or conversion amount, must be programmed in the FTIP so that local funds will be reimbursed.

Transportation Development Credits (Toll Credits)
http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA-OB-10-09_Rev.pdf

Toll credits have become a tool that the County Transportation Commissions can use to fund a project phase using 100% federal funds. Toll credits remove the burden of providing a local match that is often required by federal fund sources. While toll credits act as the local match, toll credits do not represent additional revenue. Instead federal funding is used in lieu of local dollars. Federal fund sources that are eligible to use toll credits as a local match are RSTP, CMAQ, Demonstration Projects from the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and FTA Sections 5307, 5310, 5311, 5316, and 5317. If a highway project is utilizing toll credits, the CTCs must indicate that “toll credits” will be used as a match. If transit funds are using toll credits as a match, the CTCs must indicate that “Transportation Development Credits” will be used as a match.

5. 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. The table below has all fund codes in the database by county:

County	Fund Type	Fund Type Description
All	1112	RECREATIONAL TRAILS
All	2008EAR	FFY 2008 Appropriations Earmarks
All	2009EAR	FFY 2009 Appropriations Earmarks
All	2010EAR	FFY 2010 APPROPRIATIONS EARMARKS
All	5207	INTELLIGENT TRANS SYS
All	5307	FTA 5307 UZA FORMULAR
All	5307-OP	FTA 5307-OPERATING
All	5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)
All	5308	CLEAN FUEL FORMULA
All	5309a	FTA 5309(a) GUIDEWY
All	5309b	FTA 5309(b) NEW RAIL
All	5309c	FTA 5309(c) BUS
All	5310	FTA 5310 ELD AND DISABI
All	5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)
All	5311	FTA 5311 NON-UZA
All	5313	STATE PLNG AND RESEARCH
All	5316	FTA 5316 JOB ACCESS PROGRAM
All	5317	FTA 5317 NEW FREEDOM PROGRAM
All	5337-SGR	5337 STATE OF GOOD REPAIR
All	5339	FTA 5339 ALTERNATIVES ANALYSIS PROGRAM
All	5340	GROWING STATES AND HIGH DENSITY STATES FORMULA
All	5394	ROGAN HR5394
All	AB2766	STATE AB2766
All	AGENCY	AGENCY
All	AIR	AIR BOARD
All	AMTRAK	AMTRAK
All	AR-5307	ARRA - FTA 5307
All	AR-5309	ARRA - FTA 5309
All	AR-5311	ARRA - FTA 5311
All	AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM
All	AR-FRA	ARRA Federal Railroad Administration
All	AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM
All	AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM

All	AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT
All	ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)
All	ARRA-SH	ARRA - SHOPP
All	ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT
All	ARRAIIP	ARRA - STIP IIP
All	ARRARIP	ARRA - STIP RIP
All	BENEFIT	BENEFIT ASSESS DIST
All	BIA	BU OF INDIAN AFFAIRS
All	BOND-SH	SHOPP AUGMENTATION
All	BONDL	BONDS - LOCAL
All	BR-LOCS	BRIDGE LOCAL SEISMIC
All	CBIP	FHWA CORRIDORS AND BORDERS PROGRAM
All	CITY	CITY FUNDS
All	CMAQ	CMAQ
All	CMIA	CORRIDOR MOBILITY PROGRAM
All	CMOYER	CARL MOYER FUNDS
All	CO	COUNTY
All	CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM
All	DEMISTE	DEMO - ISTEA
All	DEMO	DEMO-PRE ISTEA
All	DEMOSTL	DEMO-SAFETEA-LU
All	DEMOT21	DEMO - TEA 21
All	DEV FEE	DEVELOPER FEES
All	DOC	DEPT COMMERCE
All	DOD	DEFENSE FUNDS
All	ECREC	ECONOMIC RECOVERY
All	ECREC-T	ECONOMIC RECOVERY - TRANSIT
All	EDA	EDA GRANT
All	ER-LOC	EMERGENCY RELIEF - LOCAL
All	ER-S	EMERGENCY RELIEF - STATE
All	FARE	FARE REVENUE
All	FEE	FEE
All	FERRY-D	1064 FERRY DISCRETIONARY
All	FLH	FEDERAL LANDS HIGHWAYS PROGRAM
All	FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK
All	GEN	GENERAL FUNDS
All	GRV-SH	GARVEE BOND FINANCING
All	HBRR-L	BRIDGE - LOCAL
All	HBRR-S	HBRR - STATE
All	HFL	HIGHWAYS FOR LIFE
All	HPP-ACC	ADVANCED CONSTRUCTION CONVERSION

All	HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADAVANCE CONSTRUCTION CONVERSIO
All	HRRRP	HIGH RISK RURAL ROAD PROGRAM
All	HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
All	HSIP-CT	HSIP - CT MINOR PROGRAM
All	HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM
All	HUD	HOUSING AND URBAN DEV
All	I	INTERSTATE
All	IM	INTERSTATE MAINTENANC
All	IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764
All	IM-4818	INTERSTATE MAINT. HR4818
All	IM-IIP	INTERSTATE MAINTENANCE - IIP
All	IM-RIP	INTERSTATE MAINTENANCE - RIP
All	IMD	INTERSTATE MAINTENANCE DISCRETIONARY
All	IS	INTERSTATE SUBSTITUT
All	LOC-AC	LOCAL ADVANCE CONSTRUCTION
All	LSRCRTS	LOCAL STREET AND ROAD, CONGESTION
All	LTF	LOCAL TRANS FUNDS
All	MELLO	MELLO ROOS
All	NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM
All	NH	NATIONAL HWY SYSTEM
All	NH-HM	NATIONAL HWY SYSTEM - HM
All	NH-IIP	NATIONAL HWY SYSTEM - IIP
All	NH-RIP	NATIONAL HWY SYSTEM - RIP
All	NH-SHOP	NATIONAL HWY SYSTEM-SHOPP
All	NPSF	NATIONAL PARK SERVICE FUNDS
All	NSBP	SCENIC BYWAYS DISCRET
All	P-TAX	PROPERTY TAX
All	P116	PROP 116
All	PLH	PUBLIC LAND HWYS
All	PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE
All	PORT	PORT FUNDS
All	PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.
All	PVT	PRIVATE FUNDS
All	RED	REDEVELOPMENT FUNDS
All	RSTP-AC	RSTP - ADVANCE CONSTRUCTION
All	S-PARK	STATE PARK FUNDS
All	SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES
All	SEC125	SECTION 125 - SURFACE TRANSPORTATION PRIORITIES

All	SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF
All	SHOPPAC	SHOPP - ADVANCE CONSTRUCTION
All	SHOPPACP	SHOPP AC-PRIOR
All	SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR
All	SLP	STATE LOCAL PARTNER
All	SR2S	SAFE ROUTES TO SCHOOL (SR2S)
All	SRTS	SAFE ROUTE TO SCHOOLS
All	ST-CASH	STATE CASH
All	ST-SPR	PARTNERSHIP PLANNING GRANT
All	STA	STATE TRANSIT ASSIST
All	STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS
All	STA-BLA	STATE BIKE LANE ACT.
All	STA-PUC	STATE PUC
All	STAL-S	STATE LEGIS - STATE
All	STC-IPPP	STATE CASH - IPP PRIOR
All	STC-RIPP	STATE CASH - RIP PRIOR
All	STCASHCT	STATE CASH - CT MINOR PROGRAM
All	STCASHHM	STATE CASH – HM
All	STCASHI	STATE CASH - IIP
All	STCASHR	STATE CASH - RIP
All	STCASHS	STATE CASH- SHOPP
All	STIM2-L	ECONOMIC STIMULUS II – LOCAL
All	STIM2-S	ECONOMIC STIMULUS II – STATE
All	STIP-AC	STIP Advance Cons
All	STIPACIP	STIP ADVANCE CON-IIP
All	STIPACRP	STIP ADVANCE CON-RIP
All	STP	SURFACE TRANS PROG
All	STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764
All	STP-HM	SURFACE TRANSPORTATION PROGRAM - HM
All	STP-IIP	SURFACE TRANS PROG - IIP
All	STP-RIP	SURFACE TRANS PROG - RIP
All	STP4818	SURFACE TRANS PROG - HR4818
All	STPE	STP ENHANCEMENT IPP PRIOR
All	STPE-I	STP ENHANCE-IIP TEA
All	STPE-L	STP ENHANCE-LOCAL TEA
All	STPE-R	STP ENHANCE-RIP TEA
All	STPG-L	STP SAFETY LOCAL
All	STPL	STP LOCAL
All	STPL-R	STP LOCAL - REGIONAL
All	STPR	SURFACE TRANS. PRIORITIES

All	STPR-L	STP RAILROAD LOCAL
All	STPR-S	STP RAILROAD
All	STPSHOP	SURFACE TRANS PROG-SHOPP
All	STSHOPPP	STATE CASH-SHOPP PRIOR
All	TCIF	TRADE CORRIDOR PROGRAM
All	TCRF	TRAFFIC CONGESTION RELIEF
All	TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG
All	TDA	TDA
All	TDA3	TDA ARTICLE #3
All	TDA4	TDA ARTICLE #4
All	TDA4.5	TDA ARTICLE #4.5
All	TDA8	TDA ARTICLE #8
All	TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT
All	TIGER	TIGER DISCRETIONARY GRANT
All	TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION
All	TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
All	TPD	TRANS PLNG AND DEV
All	TRA FEE	TRAFFIC IMPACT FEES
All	TSSSDR	TRANSIT SYSTEM SAFETY,SECURITY AND DISASTER RESPONSE ACCOUNT
All	UNIV	STATE UNIVERSITY
IMP	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
IMP	LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
IMP	STCASGI	STATE CASH - GRANDFATHERED IIP
IMP	STCASHP	STATE CASH - PRIOR STIP
IMP	STPACIPP	STIP ADVANCE CON-PIIP
IMP	STPACRPP	STIP ADVANCE CON-PRIP
LA	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
LA	2006EAR	FFY 2006 APPROPRIATIONS EARMARKS
LA	2011FDG	2011 FED DISC GRANTS
LA	5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA
LA	5307LP	LANCASTER/PALMDALE URBANIZED AREA
LA	5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA
LA	5307SC	SANTA CLARITA URBANIZED AREA
LA	5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM
LA	5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM
LA	5310SC	SANTA CLARITA URBANIZED AREA - EM
LA	5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR

LA	5337LP	LANCASTER-PALMDALE URBANIZED AREA - SGR
LA	5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA
LA	5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG
LA	5339LP	LANCASTER-PALMDALE URBANIZED AREA - BFG
LA	5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG
LA	5339SC	SANTA CLARITA URBANIZED AREA - BFG
LA	CRD	CRD-77J0
LA	DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION
LA	DEMOACE	DEMO - SAFETEA LU ACE
LA	DS-NH-G	GARVEE DEBT SERVICE PAYMENT
LA	HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT
LA	IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM
LA	IM-EAR	INTERSTATE MAINTENANC - EARMARK
LA	LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
LA	MEA_R	MEASURE R
LA	MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL
LA	MR03	MEASURE R 03 - METROLINK CAPITAL
LA	MR05	MEASURE R 05 - RAIL OPERATIONS
LA	MR15	MEASURE R 15 - LOCAL RETURN
LA	MR20B	MEASURE R 20B - BUS OPERATIONS
LA	MR20H	MEASURE R 20H - HIGHWAY CAPITAL
LA	MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL
LA	NH-GIIP	NAT'L HWY - GRANDFATHER IIP
LA	NH-GRIP	NAT'L HWY-GRANDFATHER RIP
LA	PC10	PROP "C10" FUNDS
LA	PC20	PROP "C20" FUNDS
LA	PC25	PROP "C25" FUNDS
LA	PC40	PROP C"40" FUNDS
LA	PC5	PROP "C5" FUNDS
LA	PROPA	PROP "A" FUNDS
LA	PROPALR	PROP "A" LOCAL RETURN
LA	PTA	PUBLIC TRANSIT ACCT
LA	PTA-IIP	PUBLIC TRANSIT ACCT - IIP
LA	PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP
LA	PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
LA	SC3090	STATE CASH (AB 3090)
LA	SEC112	SECTION 112
LA	SEC115	SECTION 115
LA	SEC330	SECTION 330

LA	STCASHg	STATE CASH - GRNDFTHR RIP
LA	STCASHP	STATE CASH - PRIOR STIP
LA	STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM
LA	STIPPRI	STIP PRIOR
LA	STP-GI	STP-GRANDFATHER IIP
LA	STP-GR	STP-GRANDFATHER RIP
LA	STPACIPP	STIP ADVANCE CON-PIIP
LA	STPACRPP	STIP ADVANCE CON-PRIP
LA	STPE-P	STP-ENTRANCEMENT PRIOR STIP
LA	STPE-SH	STP ENHANCE-SHOPP TEA
ORA	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
ORA	2006EAR	FFY 2006 APPROPRIATIONS EARMARKS
ORA	2011FDG	2011 FED DISC GRANTS
ORA	5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA
ORA	5307MV	MISSION VIEJO URBANIZED AREA
ORA	5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA
ORA	5310MV	MISSION VIEJO URBANZIED AREA - EM
ORA	5337MV	MISSION VIEJO URBANZIED AREA - SGR
ORA	5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG
ORA	5339MV	MISSION VIEJO URBANZIED AREA - BFG
ORA	5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG
ORA	HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT
ORA	LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
ORA	ORA-BCK	ORANGE M - TURNBACK
ORA	ORA-FWY	ORANGE M - FREEWAY
ORA	ORA-GMA	ORANGE M - GMA
ORA	ORA-IIP	ORANGE M - IIP
ORA	ORA-PAH	ORANGE M - MPAH
ORA	ORA-RIP	ORANGE M - REG I/C
ORA	ORA-SIP	ORANGE M - SIGNALS
ORA	ORA-SSP	ORANGE M - SMARTST
ORA	ORA-TDM	ORANGE M - TDM
ORA	ORA-TRN	ORANGE M - TRANSIT
ORA	ORAFWY2	ORANGE M2 - FREEWAY
ORA	ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY
ORA	ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION
ORA	ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT
ORA	PTA	PUBLIC TRANSIT ACCT
ORA	PTA-IIP	PUBLIC TRANSIT ACCT - IIP

ORA	PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP
ORA	PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
ORA	SC3090	STATE CASH (AB 3090)
ORA	SEC115	SECTION 115
ORA	STCASHP	STATE CASH - PRIOR STIP
ORA	STPACIPP	STIP ADVANCE CON-PIIP
ORA	STPACRPP	STIP ADVANCE CON-PRIP
ORA	STPE-P	STP-ENTRANCEMENT PRIOR STIP
ORA	STPE-PR	STP ENHANCE-PRIOR RIP TEA
ORA	XORA	MEASURE M
RIV	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
RIV	2006EAR	FFY 2006 APPROPRIATIONS EARMARKS
RIV	5307IC	INDIO-CATHEDRAL CITY URBANIZED AREA
RIV	5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA
RIV	5307MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA
RIV	5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA
RIV	5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM
RIV	5310MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - EM
RIV	5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM
RIV	5311 PR	FTA 5311 NON UZA - PRIOR OBL
RIV	5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA
RIV	5339IC	INDIO-CATHEDRAL CITY URBANIZED AREA - BFG
RIV	5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG
RIV	5339MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - BFG
RIV	5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG
RIV	ADCONST	LOCAL - ADVANCED CONSTRUCTION
RIV	CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION
RIV	DEMOACE	DEMO - SAFETEA LU ACE
RIV	DS-NH-G	GARVEE DEBT SERVICE PAYMENT
RIV	ERVTUMF	EASTERN RIV TUMF
RIV	GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)
RIV	GRV-STP	SURFACE TRANS PROG - GARVEE
RIV	IM-SHOP	INTERSTATE MAINTENANC-SHOPP
RIV	LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
RIV	NH-GIIP	NAT'L HWY - GRANDFATHER IIP
RIV	NH-GRIP	NAT'L HWY-GRANDFATHER RIP
RIV	PTA-IIP	PUBLIC TRANSIT ACCT - IIP
RIV	PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
RIV	SC3090	STATE CASH (AB 3090)

RIV	SEC115	SECTION 115
RIV	STCASHP	STATE CASH - PRIOR STIP
RIV	STP-GI	STP-GRANDFATHER IIP
RIV	STP-GR	STP-GRANDFATHER RIP
RIV	STPACIPP	STIP ADVANCE CON-PIIP
RIV	STPACRPP	STIP ADVANCE CON-PRIP
RIV	STPIIP3	SURFACE TRANS PROG-IIP AB 3090
RIV	STPRIP3	SURFACE TRANS PROG-RIP AB3090
RIV	WRVTUMF	WESTERN RIV TUMF
RIV	XRIV	RIV CO SALES TAX
SBD	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
SBD	2006EAR	FFY 2006 APPROPRIATIONS EARMARKS
SBD	5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA
SBD	5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA
SBD	5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM
SBD	5310VH	VICTORVILLE-HESPERIA URBANIZED AREA - EM
SBD	5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR
SBD	5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA
SBD	5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG
SBD	5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG
SBD	5339VH	VICTORVILLE-HESPERIA URBANIZED AREA
SBD	CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION
SBD	DBR	BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION
SBD	FEMA	FEMA
SBD	IM-SHOP	INTERSTATE MAINTENANC-SHOPP
SBD	LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT
SBD	OES	OFFICE OF EMERGENCY SERVICES
SBD	PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE
SBD	PTA-IIP	PUBLIC TRANSIT ACCT - IIP
SBD	PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
SBD	SC3090	STATE CASH (AB 3090)
SBD	SEC112	SECTION 112
SBD	SEC115	SECTION 115
SBD	SEC117	SECTION 117
SBD	SEC330	SECTION 330
SBD	STCASHP	STATE CASH - PRIOR STIP
SBD	STPACIPP	STIP ADVANCE CON-PIIP
SBD	STPACRPP	STIP ADVANCE CON-PRIP

SBD	STPE-PR	STP ENHANCE-PRIOR RIP TEA
SBD	XSBD	SBD CO MEASURE I
VAR	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
VAR	2011FDG	2011 FED DISC GRANTS
VAR	STPACIPP	STIP ADVANCE CON-PIIP
VAR	STPACRPP	STIP ADVANCE CON-PRIP
VEN	1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD
VEN	5310OX	OXNARD URBANIZED AREA - EM
VEN	5310TO	THOUSAND OAKS URBANIZED AREA - EM
VEN	5337OX	OXNARD URBANIZED AREA - SGR
VEN	5337TO	THOUSAND OAKS URBANIZED AREA - SGR
VEN	5339OX	OXNARD URBANIZED AREA - BFG
VEN	5339TO	THOUSAND OAKS URBANIZED AREA - BFG
VEN	PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP
VEN	SEC115	SECTION 115
VEN	STCASHP	STATE CASH - PRIOR STIP
VEN	STPACIPP	STIP ADVANCE CON-PIIP
VEN	STPACRPP	STIP ADVANCE CON-PRIP
VEN	STPE-P	STP-ENTRANCEMENT PRIOR STIP
VEN	STPE-S	STP ENHANCE-SHOPP TEA

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VI. Amendments and Administrative Modifications

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VI. Amendments and Administrative Modifications

Due to the rapidly changing nature of transportation projects within the SCAG region, FTIP Amendments and FTIP Administrative Modifications will be scheduled on a monthly basis alternatively. An amendment/administrative modification schedule will be distributed prior to federal approval of the 2015 FTIP (expected to be in December 2013). CTCs are expected to adhere to the deadlines specified in the FTIP Amendments and FTIP Administrative Modifications schedule and provide all of the necessary documents required in an FTIP Amendment/Administrative Modification submittal (see pages 125-126 of this chapter for a description of the documents required for an FTIP Amendment/Administrative Modification submittal). If there are any questions or concerns related to project qualification, contact your respective FTIP Analyst to resolve any issues prior to submittal.

The following section discusses how projects may qualify for an administrative modification. If a project does not qualify for an administrative modification based on the section below, the project may be changed in the 2015 FTIP through an FTIP Amendment (subject to modeling and timely implementation requirements being met).

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal-Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR Part 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the *FSTIP/FTIP* can be processed through administrative modifications:

i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;

ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or $10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum **Increase**	% Change In Cost	% Change **< or = 40%**	Total Sum Increased Is < or = $10M	Type of Amendment **(Formal or Administrative)**
$1,000,000	$1,400,000	$400,000	40%	Yes	Yes	Administrative
$10,000,000	$15,000,000	$5,000,000	50%	No	Yes	Formal
$500,000,000	$510,000,000	$10,000,000	2%	Yes	Yes	Administrative
$100,000	$140,000	$40,000	40%	Yes	Yes	Administrative
$400,000	$1,000,000	$600,000	150%	No	Yes	Formal
$2,500,000	$3,000,000	$500,000	20%	Yes	Yes	Administrative

iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.
(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.

v. Change source of funds.

vi. Change a project lead agency.

vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.

viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR Part 450.

ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.

x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.

xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.

xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.

xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be

programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.

xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.

xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23 CFR Part 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR Part 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

<u>MPOs with approval delegation from Caltrans</u>

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

<u>MPOs without approval delegation from Caltrans</u>

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from

each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR Part 450, and approved by FHWA and/or FTA in accordance with 23 CFR Part 450 and the July 15, 2004 MOU between FHWA-California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

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

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway Projects, will have the final decision whether or not such an exception is granted.

5. Submittals to SCAG

There are various items that are due to SCAG when submitting County TIPs and FTIP amendments.

A. What is required for the submittal of an Amendment or Administrative Modification:

i. Signed Cover letter with the following language:

- Certifies financial constraint
- Certifies implementation of TCMs
- Certifies categorically exempt projects
- Certifies projects, as amended or modified, are consistent with the approved RTP/SCS
- Pertinent Information
- Summary of changes

ii. Narrative should be an explanation for each project and should include the following:

- Project sponsor
- FTIP Project ID
- Product description
- Route and Post Miles (State Projects only)
- Reason for Change; any changes to funding/fund source: (why did it change; why did the project cost increase or decrease; is the project still fully funded; does it have CTC approval; were additional funds obtained; was there a schedule delay, a delay in getting approvals, materials, and/or funding sources; are new projects; programming, etc. being added? If so why, how much?)

2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM COUNTY TRANSPORTATION COMMISSION Amendment # Month Year *(in $000's)*				CTC
Agency	Project ID	Title/Description	Changes Requested	Amendment Reason
LOCAL HIGHWAYS SYSTEM				
2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM COUNTY TRANSPORTATION COMMISSION Amendment # Month Year *(in $000's)*				CTC
Agency	Project ID	Title/Description	Changes Requested	Amendment Reason
State Highways System				
2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM COUNTY TRANSPORTATION COMMISSION Amendment # Month Year *(in $000's)*				CTC
Agency	Project ID	Title/Description	Changes Requested	Amendment Reason
Transit System				

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

- Under federal requirements, the FTIP shall include a financial plan that demonstrates how the approved TIP can be implemented (23 CFR Part 450.324(h)). As the basis for finding the SCAG region has the capacity to fund the FTIP, a financial plan is required when submitting 2015 County TIPs, administrative modifications and amendments. A description of the requirements for developing the Financial Plan is provided on page 130 of these Guidelines.
- No funds should be over programmed (i.e., no red numbers)
- Briefly explain any changes to the revenues
- CMAQ and RSTP revenues do not change

iv. Back up documentation (i.e.: SHOPP, Fed earmarks, CTC item or memo number for projects that require CTC action), documentation for additions or changes to funding sources, Grouped Project Listing, etc,) is needed for any changes to the project in the amendment including:

- Change in programming year
- Change in funding amount
- Change in fund source – Why did it change? CTC approval?

v. Project Listing and Grouped Project Listing

- Grouped Project Listing

  CTCs are responsible for listing all projects and amounts associated with grouped projects. Grouped project lists are due with the County TIP submittals and amendments. The projects within the group will be evaluated for eligibility by SCAG, Caltrans and FHWA/FTA staff. Grouped project lists are required by Caltrans and FHWA/FTA for approval of the FTIP and amendments. The project lists and associated cost should match the amounts programmed for the grouped projects. Additional information on projects that can be grouped and submitted as grouped project lists can be found starting on page 66 of these Guidelines.
- Projects must be exempt
- All programming years, fund sources, and grand totals should match what has been programmed

vi. Uploads to SCAG database – 2 counties: Los Angeles and Orange Counties

6. SCAG STAFF REVIEW OF FTIP AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

Below is a summary of the process used by SCAG to analyze FTIP amendments and administrative modifications

- Quick review of amendment submittals to insure that all components are transmitted by the county transportation commissions
- Confirm that the County Financial Plan bottom line is balanced
- County amendment comparison reports are prepared
- FTIP staff starts amendment analysis
- Staff analyzes each field that changed in the proposed amendment
- Staff analyzes the changes to determine what impacts the changes may have on the:
  1. Regional Emissions Analysis
  2. Timely Implementation of Transportation Control Measures
  3. Conformity Determination
  4. Clear reason for cost increases over 40% or $10 million (amendment only)
  5. Back-up documentation is provided for changes in funding
- Analyze new projects for a clear project scope and determine if project is:
  1. Exempt from a regional emissions analysis; or,
  2. Project is consistent with the existing conformity determination
  3. Eligible for proposed funding
- Analyze proposed deleted projects to ensure that there is no impact to:
  1. Regional Emissions Analysis
  2. Timely Implementation of Transportation Control Measures
  3. Conformity Determination
- For changes or the addition of new projects determine that the proposed state (STIP, SHOPP, HBP) and/or federal funds are approved by the respective agency
- Analysis of County Financial Plan Summary
- Insure that the county's narrative is consistent with the proposed changes in the TIP database
- FTIP staff coordinates with conformity staff for any projects relying on the existing conformity determination
- FTIP staff coordinates with conformity staff for TCM approval
- Common Problems with conformity determination:
  1. Adding a phase such as ROW or CON in a non-exempt, capacity enhancement project does require a conformity determination
  2. Deleting a phase such as ROW or CON within a non-exempt project does not require a conformity determination.
  3. If a project is programmed beyond the quadrennial and has been modeled it is considered informational and does not require a conformity determination.

Products Posted on the SCAG website (http://www.scag.ca.gov/ftip/index.htm) for public review of formal amendments include:

- County amendment comparison reports
- Conformity determination

- Conformity determination project listing
- SCAG Regional Financial Summary
- Public Notice for 10 day public review

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

Note: Administrative modifications do not require formal posting or review.

7. Public Participation Requirements

MAP 21 has provided two definitions of amendments. The following is a summary of the different types of amendments identified by SCAG and FHWA for the FTIP and the public participation requirements for each amendment type.

Category 1. Administrative Modification
An administrative modification as defined under MAP 21, includes minor changes to project cost, schedule, scope, or funding sources. Please see the Procedures for Federal Statewide Transportation Program (FSTIP) Modifications for a complete definition of administrative modifications.

Category 2. Formal Amendment – Changes that do not impact the existing conformity determination.
The category of formal amendments may include project cost changes that are greater than 40 percent of the total project cost or $10 million, whichever is higher. This amendment may also include adding or deleting projects that are exempt from regional emission analyses.

Category 3. Formal Amendment – Relying on the existing Conformity Determination.
This amendment may include adding a project or a project phase to the program. This amendment category consists of projects that are modeled and are included in the regional emissions analysis.

Category 4. Formal Amendment – New Conformity Determination.
This amendment may include adding or deleting projects that are not currently included in the regional emissions analysis nor part of the existing conformity determination. This amendment may involve adding or deleting projects that must be modeled for their air quality impacts: significantly changing the design concept, scope; or schedule of an existing project.

SCAG in consultation, coordination and collaboration with its stakeholders, partners, and interested parties have agreed that the above amendments will be circulated as prescribed in the table on the following page:

Public Hearing - Public Review & Comment Period Requirement

Amendment Category	Public Hearing Requirement	Public Review Period # of Days
Category 1. Administrative Modification	n/a	n/a
Category 2. Formal - Changes that do not impact the existing conformity determination	No	10
Category 3. Formal - Relying on existing conformity determination	No	10
Category 4. Formal – Requires a new conformity determination	Yes	30

8. FTIP Administrative Modification and Amendment Schedule

SCAG will continue to process amendments that do not jeopardize the region's conformity. Similar to the 2013 FTIP cycle there will be a monthly 2015 FTIP update alternating between administrative modifications and amendments. The updated schedule will be available in the spring of 2014.

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VII. Financial Plan

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VII. FINANCIAL PLAN

A. Financial Plan Required Documentation

The Moving Ahead for Progress in the 21st Century Act (MAP-21) regulations require that for the FTIP, "financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained." The CTCs must also certify that projects that are under their programming responsibility (STP, CMAQ, FTA, etc.) are in priority order as required by federal law. Unless otherwise specified, this means all projects in the first year for each specific program are first priority for funding, projects in the second year are second priority, projects in the third year are third priority, and those in year four have fourth priority.

MAP-21 is the controlling document for financial constraint regulations for the 2015 FTIP and 2015 FTIP amendments and administrative modifications.

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

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

Additionally, 23 CFR Part 450.324 states that all TIP financial plans must base their revenue and cost estimates on year of expenditure dollars. The Code of Federal Regulations states that, "revenue and cost estimates for the TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)." Thus, whenever CTCs are programming projects in the FTIP, it must be based on year of expenditure dollars.

The CTCs 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) along with the financial resolution certification presented on page 28 of these Guidelines. The financial plan must demonstrate that funding in the first two years of the County TIPs are available or committed, and that funding in years three through six are reasonably available. Programmed amounts by year should not exceed amounts listed in the revenue tables provided below for each funding source, especially in the first four years.

The CTCs must also demonstrate they have the local funding capacity to cover 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 2015 SCAG FTIP. The Financial Plan is comprised of the following items (all due to SCAG with County TIPs):

1. **General Statement of Compliance:** A statement indicating compliance with requirements explained in the first five paragraphs of Section VII.A. (previous page). This statement can be provided as part of the cover letter and/ or the certifying Resolution. A discussion of special circumstances and other items to highlight such as potential impacts and any innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing.

2. **Resolution from Policy Board**: A financial resolution adopted by the policy board is required as part of the Financial Plan. The Resolution is the certification from the counties to SCAG that projects and funding listed in County TIPs in the first two years are available and committed, and reasonably available in years three to six. A sample resolution is provided on page 28 of these Guidelines.

3. **Revenue and Expenditure Worksheet (Spreadsheet):** Funding agencies require that the FTIP and amendments to the FTIP include a worksheet of revenues and programmed amounts by fund source for the first four years. The following page shows a portion of the table to be completed by the CTCs for the required Caltrans' worksheet. For 2015 FTIP Amendments, the CTCs should include a brief explanation in the Rationale cell if there is **any** change in the revenues and attach the appropriate documentation to back up the explanation for the revenue change. CTCs should also provide explanations and attach the appropriate documentation for any fund source revenue changes. Any over-programming should have a justification and "footnoted" in the worksheet or separately as an attachment to the worksheet. Fund sources in the following tables are subject to change. FHWA/Caltrans is working on a revised Revenue and Expenditure Worksheet. It will be transmitted upon availability.

4. **Revenue Cover Memo (as necessary):** A cover memo explaining the rationale and assumptions for the revenue fund sources. Some, but not all, of the fund sources that need an explanation for the derivation of revenues include local sales tax revenues, Transportation Development Act funds, and FTA 5307 funds (specifically carry over funds). Additionally, the cover memo also needs to explain what programming activities are anticipated to take place in the fiscal years 2014-2015 and 2015-2016. An example of programming activities includes a call for projects or formula distributions of certain fund sources within the county.

Portion of the spreadsheet completed by the CTCs

2015 Federal Transportation Improvement Program - Adoption

		FY 2014/15			FY 2015/16			FY 2016/17			FY 2017/18			Totals		
		Revenue	Rationale	Programmed	Revenue	Rationale	Programmed	Revenue	Rationale	Programmed	Revenue	Rationale	Programmed	Revenue	Rationale	Programmed
STATE																
STCMAP	STATE CASH - PRIOR MEMORIT													$ -		$ -
STFMD-O	SOUNDWALL Program													$ -		$ -
BOND	Bond													$ -		$ -
MONOPR	Monopoles													$ -		$ -
STATCH	State Match													$ -		$ -
RTA	Regional Transportation Account													$ -		$ -
TDM	Traffic Congestion Relief Funds - Joint													$ -		$ -
TPC	Transportation Planning & Development													$ -		$ -
STATEWIDE																
RESTRE	State Reserve													$ -		$ -
STCTDF	Off Highway Gas Tax Funds													$ -		$ -
STEMERG	Emergency Repair - State													$ -		$ -
JBSRA	Joint Bridge Seismic Repair Account													$ -		$ -
NHPP	NATIONAL HIGH SYSTEM - NH													$ -		$ -
STPSHPTO	State Shelf - TO													$ -		$ -
OES	Office of Emergency Services													$ -		$ -
STIP	PROGRAMMING													$ -		$ -
SLP	State Local Partnership													$ -		$ -
STPARK	State Park Funds													$ -		$ -
STPPA	Partnership Planning													$ -		$ -
STABLK	State Bike Lane Account													$ -		$ -
STAPUC	State PUC													$ -		$ -
STALS	State Legislature - State													$ -		$ -
STA	State Transit Assistance													$ -		$ -
UNIV	State University													$ -		$ -
HSPTR	High Speed Passenger Rail Bond Program													$ -		$ -
RIP		0		0	0		0	0		0	0		0	0		0
RIP-RSP		0		0	0		0	0		0	0		0	0		0
STPRSP	Surface Transportation Program-RSP													$ -		$ -
STPRSP ABSCBI	Surface Transportation Program-RSP AB													$ -		$ -
NHPRSP	National Highway System - RSP													$ -		$ -
STPRSP	Transportation Enhancement													$ -		$ -
STPRSP	Surface Transportation Program AB 3090													$ -		$ -
STPRSP	Highway Safety Improvement													$ -		$ -
STCASH	State - RIP													$ -		$ -
STPRSP	STP Advance Construction													$ -		$ -
STPRSP	STP ADVANCE COVER													$ -		$ -
STPRSP	STP ADVANCE COVER													$ -		$ -
RIP-RSP - prior commitments		0		0	0		0	0		0	0		0	0		0
NHPRSP	National Highway System - Discretionary													$ -		$ -
RTAPRE	Regional Transit Account-RSP STA													$ -		$ -
STCASH	STATE CASH - RIP PRIOR													$ -		$ -
STCASH	STATE CASH - RIP PRIOR													$ -		$ -
STCASH	State Cash - Prior													$ -		$ -
STCASH	State Cash - Discretionary RIP													$ -		$ -
STPRIP	STP RIP													$ -		$ -
STPRIP	STP - Discretionary RIP													$ -		$ -
RIP-IP		0		0	0		0	0		0	0		0	0		0
STIP	Transportation Enhancement-IP													$ -		$ -
NHIP	National Highway System - Discretionary													$ -		$ -
NHIP	National Highway System-IP													$ -		$ -
STPIP	STP - Discretionary - IP													$ -		$ -
STPIP	Surface Transportation Program-IP													$ -		$ -
STPIP	STP AB 3090													$ -		$ -
RTAIP	Regional Transit Account-IP													$ -		$ -
STCASH	State Cash - Discretionary IP													$ -		$ -
STCASH	State - IP													$ -		$ -
RIP-IP-TE		0		0	0		0	0		0	0		0	0		0
STPIP	STP Enhancement - IP													$ -		$ -
RIP-IP-TE		0		0	0		0	0		0	0		0	0		0
STPIP-TE	STP Enhancement-TE													$ -		$ -
STPIP-TE	STP Enhancement-TE													$ -		$ -
STPIP-TE	STP ADVANCE - STATE TEA													$ -		$ -
SHOPP		$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -	$ -		$ -
NHRehab	NHRA-SHOPP													$ -		$ -
NHRehab-SHOPP	Bridge - State													$ -		$ -
NH-SHOP	Transportation Enhancement-SHOPP													$ -		$ -
NH-SHOP	National Highway System - SHOPP													$ -		$ -
STPRAC	SHOPP - Advance Construction													$ -		$ -
STPSHOP	Surface Transportation Program-SHOPP													$ -		$ -
STPSHOP	STP ADVANCE-SHOPP TEA													$ -		$ -
STCASHS	State Cash - Shopp													$ -		$ -
STMTBF	SHOPP MTBF Bond Financing													$ -		$ -
SHOPPRAC	SHOPP ACPROR													$ -		$ -
SHPRACON	SHOPP ADVANCE CONSTRUCTION AC - OTHERS													$ -		$ -
STBCONMP	State Cash - Bridge Prior													$ -		$ -
STSCAPCT	State Cash - Critical Path Program													$ -		$ -
SHOPP	SHOPP Advance Construction - TCP													$ -		$ -
FEDERAL																
BRJCOB	Bridge Joint Seismic													$ -		$ -
HBP	HBRR Corrosion & Bridge Program													$ -		$ -
[illegible]	Congestion Mitigation Air Quality													$ -		$ -
CMAQ - AC	Congestion Mitigation Air Quality -													$ -		$ -
	Corridor Infrastructure Improvement Program													$ -		$ -
DBR	Bridge Discretionary													$ -		$ -
HBRRP	Bridge Joint													$ -		$ -
HRRR	High Risk Rural Road Program													$ -		$ -
HSIP	Highway Safety Improvement Program													$ -		$ -
HSIP-OT	HSIP OTHER PROGRAM													$ -		$ -
	Innovative Bridge Research and Construction Program													$ -		$ -
IM	Interstate Maintenance													$ -		$ -
IM	IM Interstate Maintenance Discretionary													$ -		$ -
IM-BRR	Interstate Maintenance - Bridges													$ -		$ -
IM-TEA	Interstate Maintenance Discretionary - HPP 2754													$ -		$ -
IM-HRRR	Interstate Maintenance - HRRR													$ -		$ -
IS	Interstate Substitution													$ -		$ -
NCIP	National Corridor Infrastructure Improvement Program													$ -		$ -
NH	National Highway System													$ -		$ -
SEC112	Section 112													$ -		$ -
SEC115	Section 115													$ -		$ -
SEC117	Section 117													$ -		$ -
SEC 129	Section 129 - Surface Transportation Priorities													$ -		$ -
SEC 129	Section 129 - Surface Transportation Priorities													$ -		$ -
NBIP	High Speed Bridge Program													$ -		$ -
HSPRAC	High Speed Advance Construction													$ -		$ -
STPCOB	Surface Transportation Program AB 3090													$ -		$ -
STPAB3	Surface Transportation - AB 3090													$ -		$ -
STP	Surface Transportation Program													$ -		$ -
STPBEL	STP Enhancement - LOCAL													$ -		$ -
STPBOL	STP Bridge Joint													$ -		$ -
STPL	STP Local													$ -		$ -
STPLOR	STP Local Regional													$ -		$ -
STPRLL	STP Rehab Local													$ -		$ -
STPRLS	STP Rehab													$ -		$ -
FEDERAL																
TTC	Nationwide Trails													$ -		$ -
2008EAR	FFY 2008 Appropriations Earmarks													$ -		$ -
2009EAR	FFY 2009 Appropriations Earmarks													$ -		$ -
2010EAR	FFY 2010 Appropriations Earmarks													$ -		$ -
2011 FOD	2011 Federal Discretionary Grants													$ -		$ -
ITS	Intelligent Transportation System													$ -		$ -
NSR	Negotiated													$ -		$ -
AMTRAK	AMTRAK													$ -		$ -
BIA	Bureau of Indian Affairs													$ -		$ -
CDBG	Community Development Block Grant													$ -		$ -
DHS	DHS FHWA													$ -		$ -
DOC	Department of Commerce													$ -		$ -
DOD	Defense Funds													$ -		$ -
EDA	EDA Grant													$ -		$ -
EMERGENCY	Emergency Repair - Local													$ -		$ -
FBTA	FBTA													$ -		$ -
	Ferry Bonds and Ferry Terminal Facilities													$ -		$ -
	Federal Lands Access Program													$ -		$ -
FLH	Federal Lands Highways													$ -		$ -
	Federal Lands Transportation Program													$ -		$ -
	Ferry Boat Discretionary													$ -		$ -
	Demonstration Earmarks													$ -		$ -
HPRACC	Construction													$ -		$ -
HUD	Housing & Urban Dev													$ -		$ -
RLH	Rural Local Highways													$ -		$ -
SR2S	Safe Route to Schools													$ -		$ -
SR2S	Safe Route to Schools													$ -		$ -
	Transportation Alternatives													$ -		$ -
	Trade High Priority Projects (HPP)													$ -		$ -
	Trade Transportation Program													$ -		$ -
TEQUITY	Tiger & Commit & Sub Reach Prior Reg													$ -		$ -
TI	Transportation Improvements													$ -		$ -

The required Caltrans' Revenue and Expenditure Worksheets

TABLE 1: REVENUE

Model County
2014/15-2017/18 Federal Transportation Improvement Program
Adoption
($'s in 1,000)

	Funding Source	NOTES	4 YEARS (FSTIP Cycle)								TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior No.	Current No.	Prior No.	Current No.	Prior No.	Current No.	Prior No.	Current No.	
LOCAL	**Sales Tax**		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- City										$0
	-- County		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Gas Tax		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- Gas Tax (Subventions to Cities)										$0
	-- Gas Tax (Subventions to Counties)										$0
	Other Local Funds		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- County General Funds		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- City General Funds		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- Street Taxes and Developer Fees		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- RSTP Exchange funds										$0
	Transit		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- Transit Fares		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tolls (e.g. non-state owned bridges)										$0
	Other (See Appendix 1)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Local Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
REGIONAL	**Tolls**		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- Bridge										$0
	-- Corridor										$0
	Regional Transit Fares/Measures										$0
	Regional Sales Tax										$0
	Regional Bond Revenue										$0
	Regional Gas Tax										$0
	Vehicle Registration Fees (CARB Fees, SAFE)										$0
	Other (See Appendix 2)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	**State Highway Operations and Protection Program**		$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP (Including Augmentation)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP Prior		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Minor Program										$0
	State Transportation Improvement Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP (Including Augmentation)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement		$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP Prior		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 A		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B		$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds (Includes Debt Service Payments)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Maintenance (HM)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SR2S)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Emergency Repair Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix 3)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5308 - Clean Fuel Formula Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309c - Bus and Bus Related Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5310 - Mobility of Seniors and Individuals with Disabilities		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311 - Formula Grants for Rural Areas		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311f - Intercity Bus		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5316 - Job Access and Reverse Commute Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5317 - New Freedom		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5320 - Transit in the Parks		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5324 - Emergency Relief Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5329 - Public Transportation Safety Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5337 - State of Good Repair Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5339 - Bus and Bus Facilities Formula Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	FTA Transfer from Prior FTIP										$0
	Other (See Appendix 4)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Bridge Discretionary Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Congestion Mitigation and Air Quality (CMAQ)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Construction of Ferry Boats and Ferry Terminal Facilities		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure										$0
	Corridor Infrastructure Improvement Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Ferry Boat Discretionary		$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo		$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	National Scenic Byways Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Projects of National/Regional Significance		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Lands Highway		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Railway Highway Crossings		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Recreational Trails		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Surface Transportation Program (RSTP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Alternatives		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal High Priority Projects (THPP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal Transportation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation and Community and System Preservation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Improvements (TI)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix 5)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Highway Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL RAILROAD ADMINISTRATION	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix 6)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix 7)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Innovative Financing Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
REVENUE TOTAL			$0	$0	$0	$0	$0	$0	$0	$0	$0

MPO Financial Summary Notes:

TABLE 2: PROGRAMMED

Model County
2014/15-2017/18 Federal Transportation Improvement Program
Adoption
($'s in 1,000)

	Funding Source	NOTES	4 YEARS (FSTIP Cycle)								TOTAL
			2014/15		2015/16		2016/17		2017/18		
			Amendment		Amendment		Amendment		Amendment		
			Prior No.	Current No.	Prior No.	Current No.	Prior No.	Current No.	Prior No.	Current No.	
LOCAL	Local Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
REGIONAL	Tolls		$0	$0	$0	$0	$0	$0	$0	$0	$0
	-- Bridge										$0
	-- Corridor										$0
	Regional Transit Fares/Measures										$0
	Regional Sales Tax										$0
	Regional Bond Revenue										$0
	Regional Gas Tax										$0
	Vehicle Registration Fees (CARB Fees, SAFE)										$0
	Other (See Appendix A)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	State Highway Operations and Protection Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP (Including Augmentation)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP Prior		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Minor Program										$0
	State Transportation Improvement Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP (Including Augmentation)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement		$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP Prior		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 A		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B		$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds (Includes Debt Service Payments)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Maintenance (HM)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA)(*e.g.*, population/revenue based, Prop 42)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SR2S)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Emergency Repair Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix B)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5308 - Clean Fuel Formula Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309c - Bus and Bus Related Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5310 - Mobility of Seniors and Individuals with Disabilities		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311 - Nonurbanized Area Formula Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311f - Intercity Bus		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5316 - Job Access and Reverse Commute Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5317 - New Freedom		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5320 - Transit in the Parks		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5324 - Emergency Relief Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5329 - Public Transportation Safety Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5337 - State of Good Repair Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	5339 - Bus and Bus Facilities Formula Grants		$0	$0	$0	$0	$0	$0	$0	$0	$0
	FTA Transfer from Prior FTIP										$0
	Other (See Appendix C)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Transit Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Bridge Discretionary Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Congestion Mitigation and Air Quality (CMAQ)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Construction of Ferry Boats and Ferry Terminal Facilities		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure										$0
	Corridor Infrastructure Improvement Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Ferry Boat Discretionary		$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo		$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	National Scenic Byways Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Projects of National/Regional Significance		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Lands Highway		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Railway Highway Crossings		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Recreational Trails		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Surface Transportation Program (RSTP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Alternatives		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal High Priority Projects (THPP)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal Transportation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation and Community and System Preservation Program		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Improvements (TI)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix D)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Highway Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL RAILROAD ADMINISTRATION	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix E)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Railroad Administration Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other (See Appendix F)		$0	$0	$0	$0	$0	$0	$0	$0	$0
	Innovative Financing Total		$0	$0	$0	$0	$0	$0	$0	$0	$0
PROGRAMMED TOTAL			$0	$0	$0	$0	$0	$0	$0	$0	$0

MPO Financial Summary Notes:

TABLE 3: REVENUE vs PROGRAMMED

Model County
2014/15-2017/18 Federal Transportation Improvement Program
Adoption
($'s in 1,000)

	Funding Source	4 YEARS (FSTIP Cycle)								
		2014/15		2015/16		2016/17		2017/18		TOTAL
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No.	No.	No.	No.	No.	No.	No.	No.	
LOCAL	**Local Total**	$0	$0	$0	$0	$0	$0	$0	$0	$0
REGIONAL	**Tolls**	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Bridge	$0	$0	$0	$0	$0	$0	$0	$0	$0
	– Corridor	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Transit Fares/Measures	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Sales Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Bond Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Gas Tax	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Vehicle Registration Fees (CARB Fees; SAFE)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Regional Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
STATE	**State Highway Operations and Protection Program**	$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	SHOPP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Minor Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transportation Improvement Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP (Including Augmentation)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement	$0	$0	$0	$0	$0	$0	$0	$0	$0
	STIP Prior	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Enhancement	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 A	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Proposition 1 B	$0	$0	$0	$0	$0	$0	$0	$0	$0
	GARVEE Bonds (Includes Debt Service Payments)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Maintenance (HM)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Traffic Congestion Relief Program (TCRP)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SR2S)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	State Emergency Repair Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
	State Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309 - Fixed Guideway Capital Investment Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5309c - Bus and Bus Related Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5310 - Elderly & Persons with Disabilities Formula Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311 - Nonurbanized Area Formula Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5311f - Intercity Bus	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5316 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5317 - New Freedom	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5320 - Transit in the Parks	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5324 - Emergency Relief Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5329 - Public Transportation Safety Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5337 - State of Good Repair Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0
	5339 - Bus and Bus Facilities Formula Grants	$0	$0	$0	$0	$0	$0	$0	$0	$0
	FTA Transfer from Prior FTIP	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
	Federal Transit Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL HIGHWAY	Bridge Discretionary Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Congestion Mitigation and Air Quality (CMAQ)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Construction of Ferry Boats and Ferry Terminal Facilities	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Coordinated Border Infrastructure	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Corridor Infrastructure Improvement Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Access Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Lands Transportation Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Ferry Boat Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Priority Projects (HPP) and Demo	$0	$0	$0	$0	$0	$0	$0	$0	$0
	High Risk Rural Road (HRRR)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Bridge Program (HBP)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	National Scenic Byways Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Projects of National/Regional Significance	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Public Lands Highway	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Railway Highway Crossings	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Recreational Trails	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Safe Routes to School (SRTS)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Surface Transportation Program (RSTP)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Alternatives	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal High Priority Projects (THPP)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Tribal Transportation Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation and Community and System Preservation Program	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Transportation Improvements (TI)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
	Federal Highway Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
FEDERAL RAILROAD ADMINISTRATION	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
	Federal Railroad Administration Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Federal Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Other	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	$0
	Innovative Financing Total	$0	$0	$0	$0	$0	$0	$0	$0	$0
REVENUE - PROGRAM TOTAL		$0	$0	$0	$0	$0	$0	$0	$0	$0

5. **SCAG TIP Database Fund Summaries**: In addition to the worksheet described and listed above, the Financial Plan should include a printout of the "Fund Summary" report from the SCAG TIP Database. This report can be generated after all project information has been entered into the Database and by selecting the "Fund Summary" button in the "Reports" screen. The grand totals for each of the first four fiscal years in the fund summary (FY 2014-2015, FY 2015-2016, FY 2016-2017, and FY 2017-2018) must match the grand total for each of the aforementioned fiscal years in the financial plan.

   - For the 2015 FTIP, when preparing a fund summary, select 'Fund Summary". This option excludes completed and deleted projects.
   - For all subsequent amendments and administrative modifications, choose "Fund Summary w/options" AND check "Show Completed".

6. **Consideration for Innovative Financing:** CTCs 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.

7. **GARVEE Recommendations/Commitments:** CTCs are requested to submit information concerning GARVEE bond commitments and anticipated future pledges, as may be applicable. (see page 102 of these Guidelines for additional information regarding GARVEE bonds)

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

The County Transportation Commissions **must** submit revenue and expense budgets for the first four years of County TIPs for major rail and bus operators (including the Southern California Regional Rail Authority) as part of the Financial Plan for the 2015 FTIP package.

Information should be submitted for the following transit operators:

- **ICTC**: None
- **LACMTA**: AVTA, MTA, Access, Foothill Transit, Gardena Transit, LADOT, Long Beach Transit, Montebello Transit, Norwalk Transit, Santa Clarita Transit, Santa Monica Transit, and Torrance Transit.
- **OCTA**: OCTA
- **RCTC**: Sunline, RTA
- **SANBAG**: Omnitrans, MARTA & Victor Valley Transit
- **VCTC**: Simi Valley Transit, Gold Coast Transit & VISTA
- **SCRRA**: Metrolink

A sample revenue and expense table for transit operators is provided on the next page. Projected funding for the Federal Transit Administration Formula Funds should be consistent with the revenue estimates on page 142 of these Guidelines. If a revenue and expense budget reflects a shortfall, the county should inform SCAG staff prior to their formal county TIP submittal. In addition, the county TIP is to include documentation explicitly outlining steps that will be taken to address the financial shortfall.

Revenues

Revenue (List Funds)	FIRST 4-YEARS				Total Revenue (1st 4-yrs)	Comments
	FY14/15	FY15/16	FY16/17	FY17/18		
Revenue Total						

Expenditures

Expenditures (List Types)	FIRST 4-YEARS				Total Expenditures (1st 4-yrs)	Comments
	FY14/15	FY15/16	FY16/17	FY17/18		
Operating						
Capital						
Expenditures Total						

C. SCAG Financial Plan Forecast/Revenue Estimates

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

CMAQ and RSTP estimated apportionments for the first four years of the 2015 FTIP (14/15, 15/16, 16/17, 17/18) are based on Caltrans' estimates. (see table on page 141 of these Guidelines)

Revenue estimates for all funding sources are available in the tables provided on the following pages. The estimates come from the SCAG Financial Plan forecast for the 2012 RTP for years 2015-2020. The figures should be utilized by the counties as the basis for the projected revenue in the Financial Plans. Please note, however, that further adjustments will be made to the forecast (i.e. figures for 2019 and 2020) in order to reflect more current budget conditions, the SCAG Financial Plan forecast for the 2012 RTP for years 2015-2020, the 2014 STIP Fund Estimate assumptions, as well as MAP-21 regulations. SCAG's RTP staff will work with the counties to refine the revenue projections as information becomes available.

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

SCAG has incorporated many assumptions made by each CTC in developing the estimates, and utilized several sources to provide a basis for the revenue including documents provided by Transit agencies, historical revenue data collected and reported by local and state agencies, growth forecasts and adopted publications from the California Transportation Commission. For Interregional Transportation Improvement Plan (ITIP) and STIP funding projections, please refer to the 2014 STIP Fund Estimate. A $0 listed in the tables below does not mean that the county is accepting or expecting zero funding for that funding category, but rather is only an estimate based on program balances, adopted programs and information provided by the counties. SCAG's estimates do not include locally bonded funds. Each county must include all bonding funds in their financial plan documentation.

Note: Totals in the tables on the following four pages may not add-up due to rounding.

SCAG FINANCIAL FORECAST
($Million, Inflated)

Transportation Development Act (TDA)							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$6.31	$6.62	$6.95	$7.29	$7.64	$8.02	$42.82
Los Angeles	$405.51	$432.48	$457.57	$483.41	$510.66	$538.50	$2,828.13
Orange	$139.25	$144.99	$150.82	$157.06	$163.49	$170.12	$925.73
Riverside	$72.54	$75.81	$79.22	$82.78	$86.51	$90.40	$487.26
San Bernardino	$79.69	$83.89	$88.31	$92.96	$97.85	$103.01	$545.70
Ventura	$32.73	$34.45	$36.27	$38.18	$40.20	$42.32	$224.14
Total	$736.03	$778.24	$819.12	$861.68	$906.35	$952.36	$5,053.78

Local Sales Tax							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$13.85	$14.53	$15.24	$15.99	$16.78	$17.60	$94.00
Los Angeles	$2,433.41	$2,595.26	$2,745.79	$2,900.90	$3,064.42	$3,231.46	$16,971.23
Orange	$275.95	$289.42	$303.74	$318.88	$334.79	$352.20	$1,874.98
Riverside	$124.90	$132.39	$139.01	$146.66	$154.72	$163.23	$860.90
San Bernardino	$137.72	$150.10	$163.62	$175.33	$183.13	$186.80	$996.69
Ventura	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total	$2,985.82	$3,181.70	$3,367.40	$3,557.76	$3,753.83	$3,951.29	$20,797.80

Farebox							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$0.77	$0.82	$0.86	$0.91	$0.96	$1.02	$5.34
Los Angeles	$612.35	$632.42	$666.61	$682.47	$731.48	$756.61	$4,081.94
Orange	$83.78	$87.08	$92.54	$98.10	$102.19	$106.45	$570.14
Riverside	$21.25	$22.34	$23.49	$24.71	$25.99	$27.33	$145.11
San Bernardino	$26.47	$27.85	$29.30	$30.84	$32.45	$34.15	$181.06
Ventura	$9.77	$10.26	$10.76	$11.30	$11.86	$12.45	$66.40
Total	$754.39	$780.76	$823.57	$848.32	$904.93	$938.01	$5,049.99

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							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$0.17	$0.17	$0.18	$0.18	$0.19	$0.19	$1.09
Los Angeles	$1,018.10	$913.52	$769.78	$613.31	$187.00	$741.85	$4,243.56
Orange	$208.58	$215.68	$222.98	$230.55	$238.37	$246.41	$1,362.57
Riverside	$27.39	$28.19	$29.00	$29.84	$30.71	$31.60	$176.74
San Bernardino	$10.63	$10.94	$11.26	$11.58	$11.92	$12.26	$68.59
Ventura	$1.16	$1.19	$1.22	$1.26	$1.30	$1.33	$7.46
Total	$1,266.03	$1,169.69	$1,034.42	$886.73	$469.48	$1,033.65	$5,860.00

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

Other Federal (Highway Bridge Program, etc.)							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$1.19	$1.21	$1.23	$1.26	$1.28	$1.31	$7.48
Los Angeles	$15.80	$16.68	$17.05	$17.42	$17.80	$18.18	$102.93
Orange	$4.92	$5.08	$5.25	$5.42	$5.60	$5.78	$32.06
Riverside	$15.57	$15.86	$16.16	$16.46	$16.77	$17.08	$97.92
San Bernardino	$11.25	$11.46	$11.68	$11.89	$12.12	$12.34	$70.74
Ventura	$1.50	$1.53	$1.56	$1.59	$1.62	$1.65	$9.44
Total	$50.24	$51.83	$52.93	$54.04	$55.18	$56.34	$320.56

These 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.

STA							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$0.52	$0.53	$0.54	$0.55	$0.56	$0.57	$3.26
Los Angeles	$64.88	$66.09	$67.33	$68.59	$69.87	$71.18	$407.94
Orange	$13.02	$13.26	$13.51	$13.76	$14.02	$14.28	$81.84
Riverside	$7.09	$7.23	$7.36	$7.50	$7.64	$7.78	$44.60
San Bernardino	$7.28	$7.42	$7.55	$7.70	$7.84	$7.99	$45.77
Ventura	$2.69	$2.74	$2.79	$2.84	$2.90	$2.95	$16.92
Total	$95.48	$97.26	$99.08	$100.94	$102.82	$104.75	$600.33

SHOPP							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$19.42	$19.23	$19.04	$18.85	$18.66	$18.47	$113.67
Los Angeles	$433.33	$428.99	$424.70	$420.46	$416.25	$412.09	$2,535.82
Orange	$99.08	$98.09	$97.11	$96.13	$95.17	$94.22	$579.80
Riverside	$88.19	$87.31	$86.44	$85.57	$84.72	$83.87	$516.11
San Bernardino	$209.81	$207.71	$205.64	$203.58	$201.54	$199.53	$1,227.82
Ventura	$24.21	$23.97	$23.73	$23.49	$23.25	$23.02	$141.66
Total	$874.04	$865.30	$856.65	$848.08	$839.60	$831.20	$5,114.87

CMAQ (revised estimates 11/04/13)							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$1.47	$1.47	$1.47	$1.47	$	$	$5.88
Los Angeles	$138.53	$138.53	$138.53	$138.53	$	$	$554.12
Orange	$42.60	$42.60	$42.60	$42.60	$	$	$170.40
Riverside *	$30.53	$30.53	$30.53	$30.53	$	$	$122.12
San Bernardino	$28.29	$28.29	$28.29	$28.29	$	$	$113.16
Ventura	$8.32	$8.32	$8.32	$8.32	$	$	$33.28
Total	**$249.74**	**$249.74**	**$249.74**	**$249.74**	**$**	**$**	**$998.96**

* Note: amounts for Riverside include Morongo and Pechanga tribal areas.

RSTP (revised estimates 11/04/13)							
	2015	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Imperial	$2.27	$2.27	$2.27	$2.27	$	$	$9.08
Los Angeles	$116.74	$116.74	$116.74	$116.74	$	$	$466.96
Orange	$35.80	$35.80	$35.80	$35.80	$	$	$143.20
Riverside	$26.26	$26.26	$26.26	$26.26	$	$	$105.04
San Bernardino	$24.69	$24.69	$24.69	$24.69	$	$	$98.76
Ventura	$9.89	$9.89	$9.89	$9.89	$	$	$39.56
Total	**$215.65**	**$215.65**	**$215.65**	**$215.65**	**$**	**$**	**$862.60**

FTA Formula							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$1.01	$1.03	$1.05	$1.07	$1.09	$1.11	$6.34
Los Angeles	$330.10	$336.28	$342.57	$348.98	$355.51	$362.16	$2,075.60
Orange	$76.50	$77.93	$79.39	$80.88	$82.39	$83.93	$481.02
Riverside	$29.44	$29.99	$30.55	$31.13	$31.71	$32.30	$185.12
San Bernardino	$29.90	$30.46	$31.03	$31.61	$32.20	$32.80	$188.00
Ventura	$18.04	$18.37	$18.72	$19.07	$19.43	$19.79	$113.41
Total	$484.99	$494.07	$503.31	$512.73	$522.32	$532.09	$3,049.50

Note: These figures are subject to change due to MAP-21 regulations.

FTA Discretionary							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$1.97	$2.00	$2.04	$2.08	$2.12	$2.16	$12.36
Los Angeles	$137.83	$140.41	$143.03	$145.71	$148.44	$151.21	$866.62
Orange	$10.54	$10.73	$10.94	$11.14	$11.35	$11.56	$66.26
Riverside	$15.49	$15.78	$16.08	$16.38	$16.68	$16.99	$97.40
San Bernardino	$19.23	$19.59	$19.96	$20.33	$20.71	$21.10	$120.91
Ventura	$3.16	$3.22	$3.28	$3.34	$3.40	$3.47	$19.86
Total	$188.21	$191.73	$195.32	$198.97	$202.69	$206.49	$1,183.40

Note: These figures are subject to change due to MAP-21 regulations.

Highway Safety, Traffic, Air Quality, and Port Fund (Proposition 1B)							
	2015	2016	2017	2018	2019	2020	Total
Imperial	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Los Angeles	$395.79	$186.38	$103.55	$113.33	$0.76	$0.00	$799.81
Orange	$18.96	$15.44	$0.00	$0.00	$0.00	$0.00	$34.40
Riverside	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
San Bernardino	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Ventura	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total	$414.75	$201.83	$103.55	$113.33	$0.76	$0.00	$834.21

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2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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