

To be included in the RTP, a proposed project must have completed the MIS or the MIS must have progressed sufficiently far enough to identify a project scope and concept that can be analyzed for purposes of conformity and fiscal constraint. After a project is included in the RTP, the project may be added to the TIP.

III. COMPONENTS OF RTIP DOCUMENT

A. Project Listing (Highways, Transit and Others)

1. Description

In order to include projects in the FY 1998-2004 RTIP, various analyses must be performed. All Projects in non-attainment areas must be reviewed for conformity, funding and program eligibility, for consistency with the Regional Transportation Plan and compliance with MIS regulations.

Therefore, it is essential that complete information be submitted on each project and that each CTC input their County TIP into the Caltrans MPO STIP/TIP Database (CMSD). Each local CTC is responsible for proofing its entire program (regardless of its funding sources) to ensure the database reflects its actions.

The most recent CMSD Database model should be used to update and input required information. To facilitate the process, copies of the CMSD Database screens are included (see Figures 1-3 in this section). The project information screens highlight fields requiring input. It is important that all information requested be complete and accurate for SCAG to analyze projects for project implementation, project carryover, transportation control measures, modeling, and conformity analysis.

If a project is not consistent with the 1998 RTP and does not have a completed PSR (project study report) or MIS (major investment study) it will not be programmed in the RTIP. Projects submitted for the RTIP which are not consistent will be considered for inclusion in the next scheduled RTP amendment.

2. Congestion Mitigation and Air Quality Program

All federal requirements regarding transportation project and program eligibility for the congestion mitigation and air quality improvement (CMAQ) program funds are outlined in the U.S. Department of Transportation's guidance titled "The Congestion Mitigation and Air Quality Improvement Program of the Intermodal Surface Transportation Efficiency Act - Guidance Update - March 7, 1996."

The primary purpose of the CMAQ program is to fund projects and programs, in non-attainment or maintenance areas (ozone and carbon monoxide), which 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), and the desert portions of the Los Angeles, San Bernardino, and Riverside counties of the Southeast Desert Air Basin (SEDAB) met the CMAQ requirements and are eligible for the CMAQ funds.

County Transportation Commissions should ensure that the CMAQ project sponsors in their respective counties have copies of the CMAQ guidance in order to prevent tasks that are not eligible for CMAQ funds

from being programmed. In addition, Caltrans should verify that before a project is obligated with CMAQ funds that the task is eligible for funding.

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 Section II Program Purpose - for PM_{10} project specific CMAQ funding requirements.

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

Therefore, when programming CMAQ funds, descriptions need to specify exactly what tasks will be funded with CMAQ dollars. For example:

Small Business Countywide Telework Program: CMAQ to fund promotion and marketing portion of the project (capital costs are ineligible for CMAQ funding).

Telecommuter Center Raleigh Station: CMAQ eligible to fund development and promotional costs only. Associated capital costs to be funded with local dollars.

3. Regionally Significant Projects

Section 51.392 and 93.101 definitions of EPA's Transportation Conformity Rule;

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

EPA's requires that the impacts of "regionally significant" projects be considered in the regional emissions analyses for regional transportation plans and TIPs. EPA's use of the term "regionally significant" is intended to limit emissions analyses to those projects which would have significant impacts on regional travel, emissions, and air quality.

For the purposes of regional transportation modeling and regional emissions analysis, the above definition is outlined below and any transportation facility project which meets one of the following criteria is considered regionally significant:

- a. Freeways
- b. State Highways
- c. Principle Arterial
Eight-lane divided roadway

- d. **Major Arterial**
- e. **Routes** that provide access to major activity centers such as amusement parks, regional shopping centers, military bases, airports and ports
- f. **Goods movement routes** including both truck routes and rail lines (including rural agricultural routes that provide goods to the regions)
- g. **Intermodal transfer facilities** such as transit centers, rail stations, intermodal yards, airports, and ports
- h. **Fixed transit routes** such as light and heavy rail, commuter rail, and express bus routes

4. Additional Information for Modeling Background

The following information is needed for the SCAG regional transportation modeling background to provide accurate VMT estimates utilized in the regional emission analysis. This information is to be submitted to the SCAG modeling section with the same deadline as the submittals for the RTIP cycle.

- **Major Arterial**
Six-lane divided roadway
- **Bus Routes**
Express and local

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

PLEASE NOTE: Regional significant codes are essential to complete the modeling analysis portion of the RTIP. Projects to be modeled will be pulled from the CMSD database based on regional significant codes. It is imperative that the project type field (See Section III. A. 4. Figure 1) be input correctly in order to ensure projects are modeled.

5. Status of Projects in the FY 1996-2003 RTIP Amendment.

a) Project Implementation Report.

According to the Statewide Planning and Metropolitan Planning regulations, projects in the adopted FY 1998-2004 RTIP must be re-analyzed. The re-analysis consists of identifying regionally significant projects which have been implemented and those which have had a significant delay in the planned implementation.

To meet this requirement it is necessary that the CTCs and IVAG provide the status of all projects which have been completed or have been significantly delayed. The projects that require the CTCs and IVAG to provide the status of will be provided on a computer disk to each agency. The information is due to SCAG on the same day the county TIPs are due, April 21, 1997.

b) Project Carryover.

All carryover projects should be reviewed by SCAG to determine whether they should be included in the baseline scenario or action scenario for the regional emissions analyses. Section 93.123 (c)(3) of EPA's Transportation Conformity Rule requires that all regionally significant projects, regardless of funding sources, should be considered for inclusion in the action scenario, unless one of the following actions are met. Projects that should be included in the baseline scenario include:

Are currently under construction.

Are undergoing right-of-way acquisition (except for hardship acquisition and protective buying),

Come from the first three years of the previously conforming TIP, or

Have completed the NEPA process.

Some common problems found by SCAG staff when analyzing project submittals have included:

- o Duplicate projects: Projects which overlap the same area,
- o Conflict in the number of lanes and completion years on adjoining projects,
- o Unidentified number and direction of existing lanes,
- o Unidentified total number of proposed lanes (when project is complete),
- o Lacking required Local Match
- o Lacking dates and type of environmental work for project
 - o Similar type projects on or involving the same street/highway sometimes (not) identified for modeling or regionally significance.

In order to avoid the most common problems, SCAG recommends the submitting agency ensure:

- o Projects do not overlap the same area in order to avoid duplicate projects,
 - o Adjoining projects do not have a conflict in number of lanes and completion years,
- o Number and direction of existing lanes have been identified,
 - o Total number of proposed lanes (when projects are complete) are identified,
- o Required Local Matches are provided,
- o Dates and type of environmental work for projects are provided,
 - o Similar type projects on/involving the same street/highway are consistently identified (or not) for modeling or regional significance.

c) Rail Projects Modeled.

The projects listed below were modeled in the last RTIP cycle. Review the list and update it to include new rail lines or changes to current information.

**FY 1996-2003 RTIP
LIST OF MAJOR TRANSIT PROJECTS**

MOD_NO	PROJ_ID	FUND	DESC1	COMP_DA	ENVI	ENV_DATE
T100	LA29211	BOND CO LTF	PASADENA TRANSPORTATION CENTER	19980400	EIR	19940418 BASELINE2000
T102	LA29221	FTA3 LTF PC25	METRO RAIL RED LINE WESTSIDE EXTENSION PICO/ SAN VICENTE TO 405 & EASTERN EXTEN. TO ATLANTIC/WHITTIER UPDATE MTA LONG RANGE PLAN	20140600	FEIS	19960600 NEWTIP2015
T103	LA79202	PC25	METRO GREEN LINE NORWALK TO EL SEGUNDO	19980200	FEIR	19860630 BASELINE2000
T106	LA29212	BOND PC25 PC40	METRO RAIL BLUE LINE - PASADENA EXT (SIERRA MADRE VILLA) TO LA	20020600	FEIR	19910630 NEWTIP2010
T110	LA89029	PC40 PROPA	METRO RED LINE - SEGMENT 2 WILSHIRE/ALVARADO TO WILSHIRE/ WESTERN AND TO HOLLYWOOD/VINE	20000600	FEIS	19880630 NEWTIP2000
T111	LA29202	CM FTA3 LTF P116 STP STSM	METRO RED LINE MOS-3: HOLLYWOOD/VINE TO LANHERSHIM (1) CHANDLER & WILSHIRE/WESTERN TO PICO(2)/SAN VICENTE & US EAST SIDE (3) (FY 2001 \$1050.000 - 96STIP 75%)	20000500 20040600 20030900	EIS EIS EIS	19890700 BASELINE2000 19961200 NEWTIP2010 19940700 BASELINE 2010
T200	ORA37111	P116 BOND TPD XORA	TRACK IMPROVEMENTS, MAINTENANCE FACILITY EXPANSION, AND STATION CONSTRUCTION BETWEEN FULLERTON AND SAN CLEMENTE (BOND = PROP 1087/TPD = TCI)	19960600	CE	19900630 BASELINE2000
T201	ORA175	FTA3 GEN	RTE 405/55 TRANSITWAY MIT ND (11/93) FONSI (7/27/94)	20060600	ND	19940727 BASELINE2010
T202	ORA9505	STA	CITY OF SANTA ANA REGIONAL TRANSPORTATION CENTER ENGINEERING, DESIGN, CONSTRUCTION OF 423 SPACE PARKING STRUCTURE AND WALKWAY	19961200	ND	19910530 BASELINE2000
T203	ORA196	P116 XORA	TRACK IMPROVEMENTS AND STATION CONSTRUCTION RIVERSIDE TO ORANGE COUNTY COMMUTER RAIL	19980600	CE	19950600 BASELINE2000

d) Project Description.

Specific information is required when conducting certain modeling and/or RTIP analyses. Provide the information requested when programming projects of the type listed in the following tables.

Project descriptions in the CMSD Data Base should be as detailed as space allows. When projects are for widening, the database should reflect at a minimum, the existing lanes, the projected lanes and the project length.

Submit the detailed information requested in the tables that follow when programming projects of the following types as an appendix to the RTIP: eg., signal synchronization (involving more than one intersection), ramp metering and new rail lines.

It is important that all information be submitted at the same time as the county TIPs are submitted to SCAG. The tables below list pertinent information that is required by SCAG's modeling section.

For example, when submitting projects for signal synchronization along a corridor, it is necessary to provide the following information in county TIP submittals:

- o End points of the corridor
- o number of lanes
- o number of vehicles per lane per hour

Coordination with the appropriate agencies to obtain the information is required. This information should be included in the county TIP. Unless SCAG receives this information, the county TIP will not be processed.

The following categories will require additional information in addition to the information listed in the tables below:

CATEGORIES

HE11	New Connections/Cross Traffic Improvements
HE13	Lane Additions
HE14	New Facility
HB5	HOV Improvements
HB4C	Capacity Enhancements
H4C1	Adding a Lane through a bottleneck
H4C3	Restriping for "Mix" Flow Lanes

- City, arterial, and street name and description of each project,
- Existing and projected number of lanes in each direction for Mixed-Flow, for HOV lanes the segment where the number of lanes change
- Beginning and end limits, street names and intersections
- Length or distance
- Length or distance of project (miles or post miles)
- Thomas Brothers Guide map and page number of reference
- Exact routing of facility drawn onto Thomas Brother's Map for all new facilities

- HOV Connectors - a diagram with direction arrows for each direction of connection (e.g. South bound 405 to North bound I-5)

EXAMPLE OF INCOMPLETE PROJECT DESCRIPTIONS:

Example: 1

Sequence #1319

DESCRIPTION

Harbor Transitway Arterial HOV
Connection with Downtown LA
Arterial Conn. Figueroa btwn Adams
and 6th St.
Flower 12th St. btwn Figueroa/Flower

The project actually involved 2 different arterials, with only projected number of lanes specified: the existing number of lanes were not provided.

Figueroa, from 3rd to Olympic, 5 north bound, one-way and from Olympic to 12th, 2 south bound + 4 north bound and from 12th to Adams, 2 south bound + 3 north bound

Flower, from 3rd to 12th, 4 south bound, one-way and from Adams to 12th, 3 south bound, one-way.

Example: 2

Sequence #1327

DESCRIPTION

Hill St./Olive St. Bus Priority and Avenida Proj (Add a bus lane)

The project actually involved 3 different arterials, with only projected number of lanes specified.

Olive, from 1st to 5th, 2 south bound + 1 north bound, and from 5th to Olympic, 4 north bound one-way

Hill, from 5th to 12th, 3 south bound + 1 north bound, and from 5th to Temple, 4 south bound + 1 north bound

12th, from Figueroa to Hill, 4 east bound, one-way

RTIP PROJECT CODES/MODELING INFORMATION

CODE	DESCRIPTION	MODELING/ ANALYSIS INFORMATION
HE11	<p><u>NEW FACILITIES</u></p> <p><u>New Connections & Cross Traffic Improvements</u></p> <p><u>Improvements</u> - Interchanges, ramps or other connections that provide new or improved access to the State Highway System. These projects serve new development & increase local demand.</p> <p>Also included: new or widened under & overcrossings to improve service for cross traffic, street limits need to be specific for undercrossings and overcrossings.</p>	<p>Description</p> <p>#lanes-existing ea. Dir.</p> <p>#lanes-projected ea. Dir.</p> <p>#ramps</p> <p>Type of connection</p> <p>Street limits</p>
HE12	<p><u>Upgraded Facilities</u> - Improved facilities on generally existing alignment which do not require a new route adoption. Usually</p>	<p>Description</p>

	involves upgraded standards of width, alignment, grade or other geometric considerations. Improvements do <u>not</u> include adding new lanes. Upgrade from a lower to a higher facility and/or changes in facility type (eg. mixed flow changes to an HOV or a secondary to a primary etc.)	
HE13	<u>Lane Additions</u> - Improvements that include adding through lanes to existing facilities, thereby accommodating increasing volumes of through traffic. New through lanes added to accommodate growth are part of this subtask but auxiliary lanes of certain added lanes which are often provided interdependently with ramp controls to improve the quality of flow on existing roadways are operational improvements. PLEASE NOTE: If there is a change in the type of facility from a lower to a higher	Description # lanes-existing ea. dir. # lanes-project ea. dir. <u>length beginning & end points</u>
HE14	<u>New Highways</u> - Highways that serve new areas and assist in the appropriate regional development of the State or projects on new alignment that supplement or replace existing facilities to a higher type (i.e., freeway or expressway).	Description # lanes-project # lanes-HOV Interchange locs <u>Toll Facilities:</u> - Toll rates - Average delay @ booth - Booth locations
HB4N	<u>OPERATIONAL IMPROVEMENTS</u> <u>Non-Capacity Enhancements (TSM)</u> - Projects that improve quality of traffic flow along existing roads by reducing congestion. Traffic volumes at the time of project construction must be such that congestion exists or will exist within a very few years.	Description Type of Work Location
HB4NI	-- Ramp metering signals/systems and bypass lanes	Average Wait Time # of Lanes AM & PM Peak Midday & Night Period
HB4NG	-- Changeable message signs (Motorist information system)	# Signals/# Lanes
HB4NN	-- Traffic operations centers	# Lanes/HOV Conn
HB4NF**	-- Mod. ramps/interchanges **Description must be specific	# Lanes/HOV Conn
HB4NO	-- Traffic surveillance	Type of equipment
HB4NL	-- Signals synchronized (along a corridor)	# Intersection Sync. Corridor End Points # of Lanes # of Vehicles per lane per hour.
HB4NQ	-- Two-way left turn lanes	# Intersections
HB4NU	-- Channelization	# Intersections
HB4NP	-- Turnouts	Type (e.g., bus)
HB4NA	-- ATSAC/Smart Corridor	Location # of intersections
HB5	<u>HOV Operations Improvements</u> - Provide for construction of exclusive busways, transitways, & HOV facilities. Generally involves widening or restriping for HOV lanes. HB5 projects are divided into	Description/loc # lane-existing # lanes-project Occupancy Threshold

	major & minor projects. -- Bus/carpool lanes (by widening) -- Restriping for additional HOV lanes -- HOV lane enforcement areas	
HB4C	<u>Capacity Enhancement</u> - Purpose of capacity operational improvements is to improve the quality of traffic flow along existing roads by reducing congestion. They generally involve correction of problems which were unforeseen when the original facility was constructed. The projects result in adding special purpose traffic lanes which extend considerable distance or through bottleneck areas	Description Type of work # lanes-existing # lanes-project Distance (miles)
HB4C1	-- Adding a lane through bottleneck areas	# lanes-existing ea. dir. # lanes-project ea. dir.
HB4C3	-- Restriping for "mixed-flow"	# lanes-existing ea. dir. # lanes-project ea. dir.
HB6	<u>Ridesharing Facilities</u> - Construction of Park-N-Ride lots and transit related facilities such as inter-modal transportation centers.	Description cross streets # of Spaces/lot # Facilities Bus and/or rail connections
HB8	<u>Bicycle Facilities</u> -- Type of facility (e.g., Class I, II, III) <u>Pedestrian Facilities</u> -- Type of facility (e.g., sidewalk rehab, pathway) <u>Non-motorized facilities/programs</u> -- Lockers, bikeracks, lighting, maps, etc.	# miles of facility # miles of facility
	<u>MASS TRANSIT</u>	
	<u>Commuter and Urban Rail</u> - Including right-of-way acquisition, easements, capital improvements, acquisition of rolling stock, and design, construction and rehabilitation of exclusive busways Multimodal passenger stations	Description Headways Station Locs Route Station-to-Station Time or Max Speed/ accel-decel time/ dwell time Fares
	<u>Intercity Rail</u>	Same as above
	<u>Capital Programs for Public Transit:</u> <u>Capacity Expansion</u> New bus or rail cars Transportation facilities*	Description Lines/Route Frequency-Headways Fares Number of buses Bus Stops
	<u>Capital Programs for Public Transit:</u> <u>Non-Capacity Expansion</u> Replacement or rehabilitation of vehicles, land acquisition	Description Number of buses
	<u>Operating Assistance</u>	Description

6. Caltrans MPO STIP/TIP Database (CMSD) Screens

The format of the CMSD Database screens are illustrated in Figures 1, 2, and 3. Fields requiring input are highlighted. In addition, the fields requiring input are also listed below each figure and a brief description of the information needed and/or the location of the codes to input in certain fields is provided.

CMSD #1 (PRJ1) FIGURE 1
PROJECT INFORMATION SCREEN - PAGE 1

Key Fields: Cycle, Dist, PrjID, Source, SrcNo.

STIP Cycle: Last Update: __/__/__

Dist: __ Prj ID: Source: __ No.: __ Change >> Add/Mod: __ Del: __

Sources: _____

Prj Status: _____

Fed Status: _____

Reason >> _____ (_____) Date: __/__/__ (HQ: __ Dist: __ CTC: __)

System >> State: __ Local: __ Transit: __ MPO: __ Year Added: __

Co: __ Route: __ Post Miles: __/____ Element: __

Program Code: __ Air Basin: __ Urban Area: __ Length: _____

Lead Agency# (Name): _____ (_____)

Prj Type: __/__/__/__ Corridor/Prj Code: _____

Desc 1 _____ 2 _____

3 _____ 4 _____

5 _____ Priority >> STIP: __ RTIP: __

Comment: _____

1 Help	2 Update	3 Exit	4 Locate ID	5 Next Source	6 Source Line
Screens >>	8 Next	10 Prj2	11 Fund	12 Misc	
13 Delete	14 Chg File	16 Locate Partial ID	17 Next ID	18 Unloc	
19 Chg Cycle	20 Clear Screens	21 Print Source	22 Print ID		

DIST: Enter the Caltrans District where the project is located.

PRJ ID: Enter the project number.

SOURCE: Always input FTIP in this field.

SYSTEM: Input element project is to be entered into (State, Local or Transit project)

MPO: Input "SCAG" always

CO: Input County name

ROUTE: Input the State Route if applicable

POST MILES: Input if applicable

ELEMENT: Input appropriate element

PROGRAM CODE: This must always have an entry. Refer to the Caltrans master CMSD listing.

AIR BASIN: Refer to the Caltrans master CMSD listing for air basins. Please note, if the project is located in the Southeast Desert Air Basin input the code with the appropriate Air District for the area. If a project crosses into two air basins, it is necessary to note each air basin in which the project is located, include the information in the project description.

URBAN AREA: This field is optional. It is for the Urbanized Area in which the project is located. Refer to the Caltrans master CMSD listing.

LENGTH: For State and Local Highway projects input the length of the project in miles (e.g. 1.5 miles, 2 miles etc).

LEAD AGENCY #: Refer to the Caltrans master listing for agencies.

PROJECT TYPE: Input the Regional Significant code. See Regional Significant section for listing of codes. Regional Significant codes are essential to complete the modeling analysis portion of the RTIP. Projects to be modeled will be pulled from the CMSD database based on this field. It is imperative that this field be input correctly in order to ensure project is modeled.

DESCRIPTION: Input complete project descriptions. See "Project Description" section for specific information required on certain types of projects.

FIGURE 2

CMD: _____
 CMSD #2 (PRJ2)

PROJECT INFORMATION SCREEN - PAGE 2 (STATUS)

Key Fields: Cycle, Dist, PrjID, Source, SrcNo.

STIP Cycle: _____ Last Update: ____/____/____
 Dist: ____ Prj ID: _____ Source: ____ No.: ____ Change >> Add/Mod: ____ Del: ____
 Sources:
 ____ FTIP: ____ >> Amend#: ____ RTP: ____ Back TIP Cycle: ____
 CTC Source Type >> Vote: ____ Amend: ____ Award: ____ Other: ____
 CTC >> Original Vote: ____/____/____ Budget Yr: ____ Res#: ____-____-____
 Augment Vote: ____/____/____ Budget Yr: ____ Res#: ____-____-____
 Amendment/ Prj Approval#: ____-____ (____/____/____)
 Award Amount: \$ ____ (____/____/____) Est. Completion Date ____/____/____
 PUC Code: ____ (____) (____)
 Con Yr: >> Prior Doc: ____ OVERRIDE (New Split/Combine): ____ This Doc: ____
 TCM: ____/____/____ Air Codes ____/____/____
 Env: ____ (____/____/____) MTC IGR: ____ (____) ____/____/____
 Model#: ____ SCAG SubReg#: ____ Sanctions >> OZ: ____ CO: ____ PM-10 NO2: ____
 Comment: _____
 1 Help 2 Update 3 End 4 Locate ID 5 Next Source 6 Source Lin
 Screens >> (7 Back 8 Next 9 Prj 11 Fund 12 Misc) 14 Chg File

EST
COMPLETION

DATE:

Enter the date the project is scheduled to be completed.

ENV:

Enter the Environmental Documentation or MIS information. If project is currently in the approved RTIP, check the project and update the status of the information previously provided.

MODEL#:

This field will be entered by SCAG staff. The number signifies the project has been modeled.

FIGURE 3

CMD: _____

CMSD #3 (FUND)

FUND SCREEN

Key Fields: Cycle, Dist, PrjID, Source, SrcNo.

STIP Cycle: _____ Last Update: ____/____/____

Dist: ____ Prj ID: _____ Source: ____ No.: ____ Change > > Add/Mod: _ Del: _

Sources:

Con/NoPhase Default > > State Esc & Loc/Trans NoEsc **OVERRIDE** > > Esc: - NoEsc: ____

No Phase: ____

System:

Yr Fund	Con/No Phase Esc	R/W No Esc	Engr DeEsc No Esc	Agency Code	Yr Code
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

1 Help 2 Update 3 End 4 Locate ID 5 Next Source 6 Source Line

Screens > > (7 Back 8 Next 9 Prj1 10 Prj2 12 Misc 13Subtotals)

Funds> > 16 Home 17 Back 18 Forw 19 Top 20 Bottom 21 Add 22 Del 23 Clr 24 ClrAll

OVERRIDE:

To suppress escalation, place an "x" in this field.

YR:

The year the funds are to be programmed.

FUND:

Fund type.

CON:

Construction Dollars programmed.

R/W:

Right-of-Way dollars programmed.

Engr:

Engineering dollars programmed.

AGENCY CODE:

This is also a new feature. If more than one agency is participating in a project input the agency codes and the agency names will appear on the project.

7. State Programs.

SB 45 has dramatically changed the rules governing development of the STIP. In addition to providing greater amounts of funding for regional and local programming, greater flexibility for selecting projects is also provided with the elimination of a number of funding programs. Among those funding programs eliminated are: State and Local Partnership, Traffic System Management, Flexible Congestion Relief, Transit Capital Improvement Program, Commuter and Urban Rail Transit, and Mass Transit Guideway Program. Though greater flexibility is offered, for mandated and required projects, it is an encumbrance that the County Transportation Commissions assist SCAG by flagging and identifying committed projects calling for timely implementation by the RTP and air quality conformity requirements.

Each County Transportation Commission (CTC) and IVAG should review its entire program including those state programs adopted since the FY 1996-2003 RTIP (such as State Highway Operation and Protection Program (SHOPP) and Interregional Improvement Program projects. Please note that each CTC and IVAG should review the individual programs and incorporate them into their respective county TIP.

8. Lump Sum Procedures

Table 2 of Section 93.134 of the Environmental Protection Agency's Transportation Conformity Rule specifies the categories of projects exempt from a conformity determination. The projects listed on Table 2 of the regulations may proceed even in the absence of a conforming transportation plan and TIP.

The Statewide Planning; Metropolitan Planning regulations states:

"Projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year may be grouped by function, geographic area, and work type using applicable classifications under 23 CFR 771.117 (c) and (d). In nonattainment and maintenance areas, classifications must be consistent with the exempt project classifications contained in the U.S. EPA conformity requirements (40 CFR Part 51)".

Procedures for a lump sum program in the SCAG region were developed in order to expedite the processing of transportation projects which are categorically exempt projects as listed in the above regulations.

In programming projects utilizing the Lump Sum procedures each county commissions and IVAG must ensure each individual project funded in their jurisdiction meets the following criteria:

- o The *entire scope of the project* corresponds to a specific categorical exempt lump sum category.
- o Programming of exempt projects does not interfere with TCM implementation.

Caltrans must ensure the projects they approve under a lump sum category are projects meeting the descriptions located in 93.134 Table 2 and/or 93.135 Table 3 of the conformity regulations.