TRANSPORTATION FUNDING OPPORTUNITIES GUIDEBOOK

State and Federal Funds Available for Local Agency Projects

STATE OF CALIFORNIA
Department of Transportation
Local Assistance Program
Office of Procedures Development

March 2001 (revised)

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to:

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Attn: ADA Coordinator, Local Assistance Program
1120 N Street, Room 2400, Mail Station 1
Sacramento, CA 95814

(916) 651-6552 Voice
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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

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January 2001

Representatives of California Local Government:

With the enactment of new legislation such as the "Transportation Equity Act for the 21st Century (TEA-21)" and several bills approved by the California Legislature, opportunities for financing transportation projects have continued to grow and change. At the same time, demands for accelerated project delivery and "use it or lose it" statutory provisions require improved access to up-to-date information.

This Guidebook, entitled "Transportation Funding Opportunities: State and Federal Funds Available for Local Agency Projects," is meant to provide you with a summary of the information you need. Both the content and format of the Guidebook reflect Caltrans' commitment to our mission of improving mobility across California.

For easy reference, this Guidebook provides a summary of Federal and State Programs, identifies discontinued programs, and contains a directory of Caltrans District Local Assistance Engineers (DLAEs) who may assist your agency. The Guidebook gives more detailed background about each Federal and State program in a concise one to two page description. Each program description contains key facts about eligibility, project selection processes, significant dates, references, sources for assistance and other essential information. More details about each program are contained in the Caltrans *Local Assistance Program Guidelines*.

We expect that this publication will help you succeed in providing the transportation facilities needed to continue the enhancement of California's economic, social, and environmental well-being.

Sincerely,

Original Signed By

TERRY L. ABBOTT
Acting Program Manager
Local Assistance Program

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Federal Programs
Estimated Annual Program Levels

• Regional Surface Transportation Program	$320 M
• Congestion Mitigation and Air Quality Program	$360 M
• Transportation Enhancement Activities	$ 60 M
• Highway Bridge Replacement and Rehabilitation Program	$160 M
• Local Bridge Seismic Safety Retrofit Program	varies
• Railroad/Highway At-Grade Crossing Program	$ 10 M
• Hazard Elimination Safety Program	$ 10 M
• Safe Routes to School Program	$ 20 M
• Emergency Relief Program	varies
• Federal Discretionary Programs	varies
• Demonstration Program (High Priority Projects)	varies
• Public Lands Highways	varies

Note: The amounts listed are the Federal contribution to these programs. Most Federal projects will require a local match contribution to the project cost.

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REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

Description The Surface Transportation Program (STP) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of the Transportation Equity Act for the 21st Century (TEA-21) and the TEA-21 Restoration Act in 1998. Both new Acts are jointly referred to as TEA-21. Funds are directed to projects and programs for a broad variety of transit and highway (includes streets and roads) work. Eighty percent of the STP apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs).

Project Eligibility Eligible Federal-aid projects include the following:

Highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Funding Level Estimated annual program level is $320 million.

Federal share payable = 88.53% (100% if safety related, and 80% for bicycle or pedestrian related projects).

Project Selection Process Projects are proposed by local agencies and the State for selection by RTPAs and MPOs in cooperation with the State. Projects must be included in an approved Federal Statewide Transportation Improvement Program (FSTIP).

The District Local Assistance Engineers assist local agencies in obtaining Federal Highway Administration (FHWA) authorization for environmental engineering, right-of-way, and/or construction funding based on the project's schedule and cost in FSTIP.

Significant Dates The schedules for project nomination vary statewide. Please contact your MPO or RTPA to verify the schedule.

October of each year - apportionment of Federal funds is released.

July 1 of each year - MPOs and RTPAs notify the department of projected amount of obligational authority (OA) each entity plans to use the remainder of the FFY. Excess amounts are redistributed to other projects.

August 1 of each even-numbered year - the Transportation Improvement Plan (TIP) is updated to include new projects.

Relevant Statutes

Title 23, U.S.C.
Title 49, U.S.C.
California Streets and Highway Code, Section 182.4, 182.6.

Key Decision Makers

RTPAs and/or MPOs, FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA).

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B) for projects not on the State Highway System.

MPO/RTPA list (see Attachment C).

Caltrans Transportation Programming Program for projects on the State Highway System and in the STIP: Chief, Office of Federal Programs Management at (916) 654-4843.

Related Publications

"TEA-21 Transportation Equity Act for the 21st Century – Key Information," U.S. Department of Transportation, FHWA Publication No. FHWA-PL 98-043

"A Guide To Federal Aid Programs and Projects," FHWA, Office of Program Administration, Publication No. FHWA-IF-99-006, May 1999

"Guidelines for Matching Regional Surface Transportation and CMAQ Projects (August 4, 1993)," Division of Transportation Programming

"A Guide to Federal-Aid Programs, Projects, and Other Uses of Highway Funds," Publication No. FHWA-PD-92-018, September 1992

Local Assistance Program Guidelines, Chapter 4 "Surface Transportation Program"

Websites

www.dot.ca.gov/hq/LocalPrograms/
www.dot.ca.gov/hq/transprog/cmaqrstp.htm

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

Description The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of TEA-21. Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

Project Eligibility Eligible Federal-aid projects include the following:

Public transit improvements; high occupancy vehicles (HOV) lanes; Intelligent Transportation Infrastructure (ITI); traffic management and traveler information systems (i.e., electric toll collection systems -- ETC); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations (TMAs); fare/fee subsidy programs; and under certain conditions PM-10 projects.

Funding Level Estimated annual program level is $360 million.

Federal share payable = 88.53% (100% if safety related).

Project Selection Process Only air quality nonattainment and maintenance areas for ozone, carbon monoxide, and certain PM-10 receive CMAQ funds. Local agencies nominate projects and coordinate with Metropolitan Planning Organizations (MPOs) or Regional Transportation Planning Agencies (RTPAs) to select projects. All CMAQ projects must be included in an air quality conforming transportation plan and Federal Statewide Transportation Improvement Program (FSTIP).

The District Local Assistance Engineers assist local agencies in obtaining Federal Highway Administration (FHWA) authorization for environmental engineering, right-of-way, and/or construction funding based on the project's schedule and cost in FSTIP.

Significant Dates The schedules for project nomination vary statewide. Please contact your MPO or RTPA to verify schedule.

October (each year) - apportionment of Federal funds.

July 1 each year - MPOs and RTPAs notify the department of projected amount of OA each entity plans to use the remainder of the FFY. Excess amounts are redistributed to other projects.

August 1 of each even-numbered year - the Transportation Improvement Plan (TIP) is updated to include new projects.

Relevant Statutes

Federal Clean Air Act, Section 176 (c)
Title 23 U.S.C.
Title 49 U.S.C.

Key Decision Makers

Congestion Management Agencies (CMAs), RTPAs and/or MPOs, FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA).

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B) for projects not on the State Highway System.

MPO/RTPA list (see Attachment C).

Caltrans Transportation Programming Program for projects on the State Highway System and in the STIP: Chief, Office of Federal Programs Management at (916) 654-4843.

Related Publications

"The Congestion Mitigation and Air Quality Improvement (CMAQ) Program Under the Transportation Equity Act for the21st Century (TEA-21) Program Guidance", U.S. Department of Transportation, FHWA, issued April 1999, available at the following website address: http://www.fhwa.dot.gov/environment/cmaq99gd.pdf.

"TEA-21 Transportation Equity Act for the 21st Century – Key Information," U.S. Department of Transportation, FHWA Publication No. FHWA-PL 98-043

"A Guide To Federal Aid Programs and Projects," FHWA, Office of Program Administration, Publication No. FHWA-IF-99-006, May 1999.

Local Assistance Program Guidelines, Chapter 5 "Congestion Mitigation and Air Quality"

Websites

www.dot.ca.gov/hq/LocalPrograms/
www.dot.ca.gov/hq/transprog/reports/official_CMAQ_Web_Page.htm

TRANSPORTATION ENHANCEMENT ACTIVITIES PROGRAM (TEA)

Description The intent of the Federal enhancements program is for such transportation improvements to become a common part of transportation investment policy as well as integrated into many projects.

Project Eligibility Federal Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects must be within the following twelve categories:

1. Provision of facilities for pedestrians and bicycles
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic/historic sites
4. Scenic or historic highway programs (including the provisions of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridor (including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation to address water pollution due to highway runoff and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

Funding Level California will receive approximately $60 million per year for six years, starting in 1997. This is divided into the following four shares:

1. Regional
2. Conservation Lands
3. Caltrans
4. Statewide Transportation Enhancement

Regional Transportation Planning Agencies receive 75 percent of the TEA dollars in California. Each Region receives a TEA share by formula. The other 25 percent goes to the State.

Reimbursable Federal share payable: 88.53%

Project Selection Process

For the Regional share: Project sponsors submit applications to Regional Transportation Planning Agencies (RTPAs).

For the Conservation Lands share: State and Federal agency project sponsors submit applications to the Resources Agency.

For the Caltrans share: Caltrans districts submit applications to the headquarters TEA Program for Agency approval.

For the Statewide Transportation Enhancement share: State and Federal agency project sponsors submit applications to Caltrans.

All eligible projects must be approved by FHWA in the Federal State Transportation Improvement Program (FSTIP). The California Transportation Commission (CTC) adopts the TEA program guidelines. Caltrans prepares preliminary determination of eligibility for the Federal Highway Administration (FHWA). CTC votes funds for each project in the state shares when ready for preliminary engineering or construction. Timely use of funds provisions apply to all TEA projects other than those included in the State Highway Operation and Protection Program (SHOPP).

Significant Dates

Schedules for project nomination vary. Contact your RTPA (see Attachment C), the Resources Agency or your area's Caltrans District Local Assistance Engineers for specific schedule, depending on the share.

Relevant Statutes

Title 23, U.S.C., Section 101 (a), "Transportation Equity Act for the 21st Century."

Key Decision Makers

RTPAs, MPOs, Caltrans, CTC, FHWA.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications

Local Assistance Program Guidelines, Chapter 8 "Transportation Enhancement Activities"

Website

www.dot.ca.gov/hq/TransEnhAct/

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (HBRR)

Description The intent of the Highway Bridge Replacement and Rehabilitation Program is to rehabilitate or replace bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Project Eligibility Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. HBRR funds may be used for:

- The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor,
- The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects,
- The replacement of low-water crossings, and
- Bridge painting and bridge railing replacement.

Funding Level Estimated annual program level is $160 million.

Federal share payable = 80% (HBRR)

Project Selection Process Bridges are selected from eligible bridge lists available from the website listed at the end of this section.

Significant Dates October (each year)--annual apportionment of Federal funds, distribution of updated eligible bridge list, notification of local agencies to select projects for construction from the eligible bridge list and the bridge railing list.

Relevant Statutes Title 23, U.S.C., Section 144.

California Streets and Highway Code, Section 2400.

Key Decision Makers Caltrans District Local Assistance Engineers, FHWA, Caltrans' Engineering Service Center, Caltrans' Local Assistance Program HBRR Program Management, and local agencies.

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications "TEA-21 Transportation Equity Act for the 21st Century – Key Information," U.S. Department of Transportation, FHWA Publication No. FHWA-PL 98-043.

"A Guide To Federal Aid Programs and Projects," FHWA, Office of Program Administration, Publication No. FHWA-IF-99-006, May 1999.

Related Publications *Local Assistance Program Guidelines*, Chapter 6 "Highway Bridge Replacement and Rehabilitation"

Website www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm

LOCAL BRIDGE SEISMIC SAFETY RETROFIT PROGRAM

Description The purpose of this program is to provide funding assistance to remedy structural seismic design deficiencies of public bridges in California.

Project Eligibility This mandated Seismic Safety Retrofit Program is limited to those public bridges that are determined to be Category 1, bridges that might collapse in a seismic event.

Funding The primary funding sources for the Local Seismic Safety Retrofit Program are the local share of the Federal HBRR funds with State Highway Account funds providing the required match to the Federal funds.

Project Selection Process At the outset of the Local Seismic Safety Retrofit Program, all 12,000 local bridges were considered candidates for retrofitting. Caltrans has since performed a series of three technical screenings on these local bridges to determine if further seismic analysis would be needed. The screening processes utilized a seismic risk-ranking algorithm to assign Ranking Factor to each of the bridges. Bridges with Ranking Factors above a certain threshold level were considered seismically vulnerable and included as candidates of this mandatory program for further seismic analysis and potential retrofit.

When a local agency has new information about a bridge that will change the Ranking Factor (such as new seismic faults or soil conditions), the local agency may request a new screening analysis of the bridge by Caltrans. If this new analysis results in a higher ranking, the bridge will be added to the mandatory program. Local agencies should contact their Caltrans District Local Assistance Engineer for assistance.

Relevant Statutes Streets and Highways code sections 179-179.8, 180-180.6.

Key Decision Makers Caltrans Local Assistance Program, Caltrans Engineering Service Center, Local Bridge Seismic Retrofit Advisory Committee.

Contact for Information and Assistance Caltrans District Local Assistance Engineers (See Attachment B).

Caltrans Engineering Service Center, Structures Local Assistance: (916) 227-8843.

Related Publications *Local Assistance Program Guidelines*, Chapter 7 "Seismic Safety Retrofit"

Website www.dot.ca.gov/hq/LocalPrograms/seispage/guide.htm

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RAILROAD/HIGHWAY AT-GRADE CROSSING PROGRAM (SECTION 130)

Description

The purpose of this program is to reduce the number and severity of highway accidents by eliminating hazards to vehicles and pedestrians at existing railroad crossings. Railroad/highway at-grade crossing improvement projects include, but are not limited to installation and upgrade of railroad protection systems to a state-of-the-art condition at grade crossings and grade crossing eliminations.

Project Eligibility

A project must satisfy the following requirements to qualify for Federal funds:

- Project must be on a public road.
- Project must be sponsored by a city or a county or a railroad company.
- The railroad/highway crossing must be included on the California Public Utilities Commission's (CPUC) "Recommended List of Public Crossings in California for Improved Crossing Protection with Federal Funding."
- Projects (or lump sums to cover all projects) must be included in the appropriate Federal Transportation Improvement Program (FTIP) developed by a Metropolitan Planning Organization (MPO) and the Federal Statewide Transportation Improvement Program (FSTIP) approved by the Federal Highway Administration (FHWA).

Improvements to grade crossings to accommodate both existing and future commute and intercity passenger trains will not be eligible for Section 130 funds.

Projects are evaluated under existing conditions and any roadway widening projects to improve roadway capacity will not be considered. Additionally, locations that are funded will not be eligible for a subsequent project for ten years.

Funding Level

Estimated annual program level is $10 million.
Federal share payable = 90% if the project includes both signal and surface improvement.
Federal share payable = 100% if the project needs signal improvement only.

Project Selection Process with Significant Dates

1. Each year railroad at-grade crossings that need improvement are identified and submitted to the CPUC for Section 130 funding by local agencies, railroad companies, and the CPUC prior to March 1. Eligibility and recommended improvements for each application are determined and prioritized by the CPUC in consultation with the railroad companies and the appropriate State and local agencies.

2. CPUC submits a list of prioritized projects eligible for Section 130 funding to Caltrans Local Assistance Program, by April of each year.
3. Local Assistance Program reviews the PUC list of eligible projects and, in consultation with affected local agencies and railroads, prepares a draft multi-year funding plan by May of each year.
4. Local Assistance Program sends the draft-funding plan in May of each year to local agencies for confirmation of their 10 percent contribution and schedule, and to railroad companies for their confirmation of costs and schedules.
5. Local agencies and railroad companies send their input on costs and schedules to Local Assistance Program by June 15 of each year.
6. The local agency makes a preliminary commitment to fund any non-Federal share of the project's cost by submitting a letter to Caltrans and CPUC.
7. Each year in June, Caltrans meets with the committee before finalizing a multi-year funding plan.
8. Local Assistance Program transmits the approved funding list to Caltrans districts, local agencies, railroads, CPUC and MPOs by July of each year.

Relevant Statutes

Section 203 of Highway Safety Act of 1973.
Title 23, U.S.C., Section 130; Section 104 (a) (1) and (2); and CFR Part 655E.
Public Law 93-87, Section 203.
Streets and Highways Code, Section 2331.

Key Decision Makers

RTPAs and/or MPOs, local agencies, Railroads, Caltrans, CPUC.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Public Utilities Commission (PUC): (415) 703-2701.

Burlington, Northern, Santa Fe Railway, Manager, Public Projects: (213) 576-7077 or (909) 386-4470.

Union Pacific Railroad, Manager, Industry and Public Projects: (909) 876-6264.

Related Publications

Local Assistance Program Guidelines, Chapter 10 "Railroad At-Grade Crossing"

Website

www.dot.ca.gov/hq/LocalPrograms/sect130/sect130.htm

HAZARD ELIMINATION SAFETY PROGRAM (HES)

Description The purpose of this program is to eliminate or reduce the number and severity of traffic accidents at hazardous highway locations.

Project Eligibility To be eligible for federal HES funds, the project must be located on any local road. Projects must correct an identified safety hazard or problem.

Funding Level The annual program funding level is approximately $10 million. The Federal reimbursement rate is 90% or 100%, depending upon the category of work.

Project Selection Process Each year, Caltrans district staff solicits candidate projects from local agencies. Only city and county agencies may apply for funds. Two lists are developed; one based upon a calculated "Safety Index" and another based upon "Work Type". 25% of the funds go toward Safety Index projects and the remaining 75% fund Work Type projects. These projects are programmed for delivery (construction award) approximately 2 years after they have been approved for funding. Historically, only about 20% of the applications get approved for funding due to current program funding limitations. Projects must be included in the MPO's Federal Transportation Improvement Program (FTIP) as a 'lump sum' line item.

Significant Dates July: Solicitation of projects from local agencies
November: Local agencies submit candidate projects to Caltrans
February: HQ releases statewide list of approved projects

Note: If the solicitation of projects takes place in the 2000/2001 FFY, the approved projects will be programmed for "construction contract award" in the 2002/2003 FFY. This schedule provides the local agency sufficient time to conduct all Preliminary Engineering work prior to the year it is programmed for construction.

Relevant Statutes Title 23, U.S.C., Subpart A, Chapter 1, Section 152.
Title 23, U.S.C., Subpart A, Chapter 1, Section 120.
Streets and Highways Code, Sections 2330-2334.

Key Decision Makers Caltrans and FHWA.

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications *Local Assistance Program Guidelines*, Chapter 9 "Hazard Elimination Safety"

Website http://www.dot.ca.gov/hq/LocalPrograms/lpp/LPP96-05.pdf

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SAFE ROUTES TO SCHOOL PROGRAM (SR2S)

Description AB 1475 (Soto – 1999) calls for Caltrans to establish and administer a 'Safe Routes to School' construction program and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects.

Project Eligibility To be eligible for SR2S funds, the project must be located on any state highway or on any local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to, and from, school. The SR2S program was created as a subset of the Hazard Elimination Safety (HES) program.

Funding Level The annual program funding level is approximately $20 million. The Federal reimbursement rate is 90%. This program is a 2-year demonstration program that will sunset on January 1, 2002, unless a later enacted statute deletes or extends that date.

Project Selection Process Caltrans will conduct two "call for projects" for this two-year demonstration program. The first call in February 2000 and the second call is scheduled for January 2001. Only city and county agencies may apply for funds. Projects must be included in the MPO's Federal Transportation Improvement Program (FTIP) as a lump sum line item. They should reference the HES program codes.

Significant Dates February 2000 and January 2001: Solicitation of projects from local agencies.
April 2000 and April 2001: Local agencies submit candidate projects to Caltrans.
Summer 2000 and Summer 2001: Caltrans HQ and CHP HQ jointly releases statewide list of approved projects.

Relevant Statutes Title 23, U.S.C., Subpart A, Chapter 1, Section 152.
Title 23, U.S.C., Subpart A, Chapter 1, Section 120.
Streets and Highways Code, Sections 2330-2334.5.
AB 1475.

Key Decision Makers Caltrans, California Highway Patrol (CHP), FHWA, local agencies, school-based associations, and various stakeholders.

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications *Local Assistance Program Guidelines*, Chapter 24 "Safe Routes to School"

Website http://www.dot.ca.gov/hq/LocalPrograms/saferoute.htm

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EMERGENCY RELIEF PROGRAM (ER)

Description The ER Program is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures.

Project Eligibility For a declared disaster, Emergency Relief (ER) funds are intended to aid states and local highway agencies in paying unusually heavy expenses of repairing serious damage to Federal-aid highways resulting from natural disasters or catastrophic failure. Only that work which exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level of service is eligible.

Funding Level Annually, $100 million per state per disaster is made available nationally for ER projects. The amount available to an individual state varies each year depending on disasters experienced by the states.

The federal match ratio is 100% for emergency opening work completed within 180 days after disaster conditions begin. After 180 days, the match ratio is the same as the applicable ratio from the category that funds the system upon which the emergency occurred (80-100%). Typically the ratio is 88.53% on local highways.

Project Selection Process After a disaster has been declared and the Federal Highway Administration (FHWA) has received approval from the Secretary of Transportation that ER funds are available, damage assessment forms are completed and approved by a team composed of representatives of Caltrans, FHWA and the local agency on a project-by-project basis.

Emergency opening work and preliminary engineering for restoration can begin immediately, and reimbursement is retroactive to the beginning of the disaster and an authorization to proceed must be approved before any construction for restoration can begin.

Significant Events Governor's declaration that a disaster exists.

Presidential declaration that a disaster exists.

Secretary of U.S. Department of Transportation approval of FHWA Division Field Report.

Relevant Statutes Title 23, U.S.C., Subpart A, Chapter 1, Section 120 (d), and Section 125.

Key Decision Makers President, Governor, Caltrans, FHWA, local agencies, RTPAs/MPOs for inclusion in a Regional Transportation Improvement Program (RTIP).

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Caltrans Office of Roadway Maintenance (916) 654-3523.

Related Publications

Emergency Relief Disaster Assistance Manual, available from FHWA, Federal Aid Division.

Local Assistance Program Guidelines, Chapter 11 "Disaster Assistance"

Website

www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/gller.pdf

FEDERAL DISCRETIONARY PROGRAMS

Description There are a number of highway, transit, and rail discretionary programs available to California applicants authorized by various sections of TEA-21. Funding for these programs vary--some are formula driven and others are nationally competitive. Funds are distributed over the six-year life of TEA-21. Different departments of Caltrans administer the programs and the eligibility requirements and selection processes are varied, but a central contact for general information on Discretionary Programs is the Coordinator in Program Management of Caltrans' Local Assistance Program at (916) 653-6750. Following are the programs with a short description, approximate annual nationwide funding, and the authorizing section of TEA-21.

Corridors and Borders Provides funds to states and MPOs for coordinated planning, design and construction of transportation corridors of national significance, economic growth or interregional or international trade.

Funding: Approximately $130 million is available annually nationwide.

Authority: TEA-21 Section 1118 & 1119.

Value Pricing Provides funds for value pricing projects – both preimplementation and implementation projects – objective is to promote economic efficiency in the use of highways and support congestion reduction, air quality, energy conservation and transit productivity.

Funding: Approximately $11 million is available annually nationwide.

Authority: TEA-21 Section 1101(a)(12) and 1216(a) and TEA-21 Restoration Act, Section 9006(b).

Transportation and Community and System Preservation Pilot Program Researches relationships between transportation, community preservation and the environment; funds projects to address transportation efficiency and community system preservation.

Funding: Approximately $25 million is available annually nationwide.

Authority: TEA-21 Section 1221.

National Scenic Byways Provides funding for eligible scenic byway projects along All-American Roads or designated scenic byways and for the planning, design and development of State scenic byway programs.

Funding: Approximately $24 million is available annually nationwide. 80% Federal.

Authority: TEA-21 Section 1219.

Public Lands Highways

Provides funding for transportation projects eligible for assistance under Title 23 that are within, adjacent to, or provides access to the areas served by federal public lands highways.

Funding: Approximately $83.6 million is available annually nationwide. 100% Federal.

Authority: TEA-21 Section 1101 (a)(8)(B) and Title 23 USC, Sections 202, 203 and 204.

Interstate Maintenance Discretionary

Provides funding for resurfacing, restoring, rehabilitating and reconstructing, including adding travel lanes, on designated portions of Interstate System routes.

Funding: Approximately $100 million is available annually nationwide. 90% Federal (or sliding scale).

Authority: TEA-21 Section 1701(b).

Bridge Discretionary

Replacement, rehabilitation or seismic retrofit of major bridges. Provides funding for bridges in addition to apportioned HBRR funds.

Funding: Approximately $100 million is available annually nationwide. 80% Federal. Up to $25 million can be used for seismic retrofit.

Authority: TEA-21 Section 1109(a) and Title 23 USC, Section 144(g)(1)(2).

Innovative Bridge Research and Construction

Provides funds to help states and local agencies to incorporate innovative materials and materials technologies in their bridge projects.

Funding: Approximately $20 million is available annually nationwide.

Authority: TEA-21 Section 5103, which modified Chapter 5, Title 23 USC 503 (b).

National Historic Covered Bridge Preservation

Provides funds to assist States in their efforts to rehabilitate, repair, or preserve the Nation's historic covered bridges.

Funding: Approximately $10 million is available annually nationwide.

Authority: TEA-21 Section 1501-1504 and TEA-21 Restoration Act, Section 9007.

Intelligent Transportation System Deployment

Provides funds for ITS integration and deployment projects; funding and projects are congressionally designated. 80% Federal.

Funding: Approximately $100 million is available annually nationwide.

Authority: TEA-21 Section 5208 and 5209.

Ferry Boat

Provides funds for the construction of ferry boats and ferry terminal facilities which are publicly owned, majority publicly owned or publicly operated.

Funding: Approximately $38 million is available annually nationwide.

Authority: ISTEA section 1064, TEA-21 Section 1101(a)(10) and 1207.

Job Access and Reverse Commute Grants

Provides competitive grants to local government and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services.

Funding: Approximately $500 million is available over life of TEA-21, distributed in escalating amounts.

Authority: TEA-21 Section 3037.

Light Density Rail Line Pilot Projects

Provides funds for pilot projects that demonstrate the relationship of light density railroad services to rail and highway transportation.

Funding: Approximately $17.5 million is available annually nationwide.

Authority: TEA-21 Section 7202.

Grade Crossing Hazard Elimination Program

Provides funds for hazard elimination at highway-rail grade crossings along designated high speed rail corridors.

Funding: Approximately $15 million is available annually nationwide.

Authority: TEA-21 Section 1103.

Railroad Rehabilitation and Improvement Financing

Program is intended to make funding available through loans and loan guarantees for railroad capital improvements.

Funding: No funds are currently authorized.

Authority: TEA-21 Section 7203.

High Speed Rail

Program to extend the life of an existing high-speed rail corridor planning and technology development program.

Funding: Approximately $10 million is available annually nationwide.

Authority: TEA-21 Section 7201.

Magnetic Levitation Transportation Technology Deployment Program

Provides funds for the development and construction of an operating transportation system employing magnetic levitation capable of safe use by the public at a speed in excess of 240 mph.

Funding: Approximately $200 million is available annually nationwide.

Authority: TEA-21 Section 1218.

Transit New Starts

Funds designated to build, extend or modernize urban rail systems.

Funding: California will receive $5.3 billion over five years for five projects, four have full funding grant agreements, and one additional project has been submitted for approval.

Authority: TEA-21 Section 3030.

Bus/Bus Facilities

Funding for the purchase or replacement of bus equipment or to build bus facilities.

Funding: California will receive approximately $32 million over the six-year TEA-21 period.

Authority: TEA-21 Section 1501-1504 and TEA-21 Restoration Act, Section 9007.

Clean Fuel Vehicles

Funding for clean fuel buses and development of clean fuel technology.

Funding: Approximately $50 million is available annually nationwide.

Authority: TEA-21 Section 3036.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

Provides loans, lines-of-credit, and loan guarantees to certain surface transportation projects of national or regional significance. Assistance is limited to 33% of project cost.

Funding: Approximately $100 million is available annually nationwide.

Authority: TEA-21 Section 1501-1504 and TEA-21 Restoration Act, Section 9007.

FEDERAL DEMONSTRATION PROGRAM (HIGH PRIORITY PROJECTS)

Description A demonstration (demo) project is specifically established and funded by Congress through Federal law. Demo projects are generally provided as part of the periodic transportation authorization acts or the annual transportation appropriations acts. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) authorized a total of $877.3 million to 156 demo projects in California. The TEA-21 legislation refers to the new demo projects as ***High Priority*** Projects.

Project Eligibility The designated funding can only be used for projects as described in the law; however, demo projects may be any type of transportation project depending on the particular emphasis put forth in the solicitation for projects.

TEA-21 projects are listed in Section 1602 of the legislation. Examples of TEA-21 high priority projects are: "Construct Alameda Corridor East" (AKA "Gateway to America"), for $100,000,000; "Construct Pedestrian Promenade, Pismo Beach", for $150,000; "Construct Tulare County Roads in Tulare County", for $6,750,000 and "Improve Streets and Construct Bicycle Paths, Agoura Hills", for $650,000.

Funding Level The federal reimbursement rate is 80%; however, demo funds provided by legislation may not be enough to fully fund a project. In addition, most demo legislation, including that in TEA-21, distributes the demo authorizations incrementally, on a yearly basis, over the life of the act. For example, TEA-21 high priority allocations are made available as follows: 11% in Federal Fiscal Year (FFY) 1998, 15% in FFY 1999, 18% in FFY 2000, 18% in FFY 2001, 19% in FFY 2002 and 19% in FFY 2003. Local agencies may request Advance Construction Authority, which authorizes them to begin work prior to full availability of the federal demonstration funds as long as they use non-federal funds for the advance work.

Demo funds are subject to obligation authority (OA), which is set aside specifically for this program and may not be used elsewhere. The OA does not expire if not used by the end of the fiscal year, but carries over until obligated, and is made available at the same pro rata share as limitation provided to core highway programs.

Project Selection Process Demonstration projects are initiated by Congress, usually at the request of constituents within a given congressperson's district. Applications from constituents are often solicited by their respective congressperson. The Department will support local agencies during the planning process for cost effective projects. A local agency sponsor of a potential demo project should submit a copy of the application to their District Local Assistance Engineer. This information will allow the Program Coordinator to identify the project's sponsor and scope in anticipation of

the new legislation and avoid delays in project implementation common at the start of new legislation.

Historically, some demo projects have not gone forward, even though funds have been earmarked, due to lack of local agency or regional support needed to match, fully fund, or administer the project. It is highly recommended that the support needed to successfully implement proposed projects be generated in advance of the application to Congress.

Relevant Statutes

Title 23 US Code, Section 117, High Priority Projects Program.
TEA-21 Section 1601-1603.
California Streets and Highway Code, Section 2300-2302.

Key Decision Makers

US Congress.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications

"TEA-21 Transportation Equity Act for the 21st Century—Key Information", U.S. Department of Transportation, FHWA Publication No. FHWA-PL 98-043.

"A Guide to Federal Aid Programs and Projects", FHWA, Office of Program Administration, Publication No. FHWA-IF-99-006, May 1999.

CTC Resolution # G- 99-08, TEA-21 Federal Demonstration Funds

CTC STIP Guidelines/CTC Resolution G-99-27

Local Assistance Program Guidelines, Chapter 12 "Other Federal Programs"

Websites

http://www.dot.ca.gov/hq/transprog/stip/stipguid/2000guid.pdf
http://www.fhwa.dot.gov/tea21/implinks.htm - Sec. 1602 Look under *Subtitle F, Section 1602, High Priority Projects.*

TRANSPORTATION FINANCING OPPORTUNITIES

State Programs
Estimated Annual Program Levels

• Highway-Railroad Grade Separation Program	$ 15 M
• Environmental Enhancement and Mitigation Program	$ 10 M
• Bicycle Transportation Account Program	$ 1.5 M
• Pedestrian Saftey Program	$ 8 M
• Petroleum Violation Escrow Account	Varies
• State Transportation Improvement Program	$ 1,800 M
• Traffic Congestion Relief	$ 469 M

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HIGHWAY-RAILROAD GRADE SEPARATION PROGRAM

Description The purpose of the Program is to improve safety and to expedite the movement of vehicles by eliminating highway-rail crossings at grade.

Project Eligibility Agencies with jurisdiction over public roadways that cross railroad tracks are eligible to receive funds under this program. Three types of projects are considered:

1. The alteration or reconstruction of existing grade separations.
2. The construction of new grade separations to eliminate existing or proposed grade crossings.
3. The removal or relocation of roads or tracks to eliminate existing grade crossings.

On grade separations, the project includes all approaches, ramps, connections, drainage, and other construction required to make the grade separation operable and to effect the separation of grades.

Funding Level Current statutes require that $15 million be included in each annual state budget for grade separation projects under this program. In general, State participation per project is limited to $5 million or 80 percent of the project cost, whichever is less. There is also a matching requirement of 10 percent local and 10 percent railroad.

Project Selection Process The Public Utilities Commission (PUC), prior to July 1 of each year, establishes a list of projects, in priority order, which it has determined to be the most urgently in need of separation or alteration. The criteria for such prioritization is established by the PUC. Allocations for projects are made by the California Transportation Commission (CTC), although this authority is currently delegated to Caltrans. A project must meet certain readiness criteria in order to receive an allocation, the most important is that an agreement with the railroad must be in place.

Significant Dates Approximately September of odd-numbered years – Deadline for project nominations from local agencies to be submitted to PUC.
June 30 – Deadline for PUC to establish priority list for the following fiscal year.
April 1 – Deadline for agencies with projects on priority list to submit requests to Caltrans for allocations for that fiscal year.

Relevant Statutes Streets and Highways Code, Sections 190-191 and 2450-2461.

Key Decision Makers Public Utilities Commission, California Transportation Commission, Caltrans.

Contacts for Information and Assistance

Caltrans, Railroad Agreements Branch: (916) 227-5203

PUC, Rail Crossings Projects Section: (213) 576-7078

Related Publications

"PUC Orders of Investigations and Decisions establishing the grade separation priority list." Available from PUC.

State Administrative Regulations - Title 21, Chapter 2, Subchapter 13

Local Assistance Program Guidelines, Chapter 19 "Grade Separation"

ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEM)

Description The purpose of the EEM Program is to mitigate environmental impacts of new or modified public transportation facilities beyond the mitigation level required by the project's environmental document.

Project Eligibility All projects must demonstrate a direct or indirect relationship with the environmental impact of modifying an existing transportation facility or construction of a new facility after January 1, 1990. Projects must provide mitigation or enhancement in addition to the mitigation required as part of the transportation projects to which they are related. The mitigation, if in or near the right of way, must be compatible with and not interfere with the operation or safety of the transportation facilities and must not limit current or future improvements to the transportation facility. Federal, state, local agencies, and non-profit entities may apply for and receive funding.

Applicants may apply under one of the following three categories for environmental enhancement and mitigation funding.

Highway Landscape and Urban Forestry These are projects which are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects within the roadway right of way are limited to trees. Projects may be within or outside the right of way of the related transportation facility. Projects within the right of way, however, are not intended to supplant landscaping which would normally be funded by the responsible public agency.

Resource Lands Projects include the acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right of way acquired for proposed transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams, or other areas containing fish or wildlife habitat. Additionally, such areas may contain features of archaeological or historical value. Enhancement of resource lands may include the restoration of wildlife corridors.

Roadside Recreational Projects which provide roadside recreational opportunities, including roadside rests, scenic overlooks, trails, trailheads, sno-parks and parks.

Funding Level Annual program level is $10 million.

Project Selection Process Project proposals are submitted to the Resources Agency of California for evaluation. The Resources Agency evaluates proposals and prepares a recommended list of projects for funding to California Transportation Commission (CTC). All projects must complete California Environmental Quality Act (CEQA) requirements prior to the CTC's adoption of the program.

CTC allocates funds (second vote) on a project-by-project basis. After program adoption, Caltrans is responsible for program contract development, administration, and reimbursement.

Significant Dates (annual)

July – The Resources Agency mails out applications.
November – Deadline for submittal of applications to the Resources Agency.
November-April – Projects are evaluated by the Resources Agency.
April – June – Caltrans and CTC review list developed by Resources Agency.
July – CTC adopts annual EEM program.

Second vote must be made during the fiscal year in which the project is adopted into the program.

Projects must be completed and fully reimbursed within two years following the fiscal year in which the CTC makes the funding allocation.

Relevant Statutes

Annual Budget Act item 2660-101-0183.
Public Resources Code, Section 5091.02.
Streets and Highways Code, Section 164.56.
Senate Bill 117 (1999 Murray).

Key Decision Makers

The Resources Agency of California, California Transportation Commission, and Caltrans.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

California Transportation Commission, EEM Program Coordinator (916) 653-2070.
The Resources Agency of California, EEM Program Coordinator, (916) 653-5656.

Related Publications

The Resources Agency's "EEM Program Procedures and Criteria" guidelines.

"California Transportation Commission Guidelines for Allocating, Monitoring, and Auditing of Funds for Local Assistance Projects, Resolution G-99-25, adopted by the CTC August 18, 1999.

Local Assistance Program Guidelines, Chapter 20 "Environmental Enhancement and Mitigation"

Website

www.dot.ca.gov/hq/LandArch/eem/eemframe.htm

BICYCLE TRANSPORTATION ACCOUNT PROGRAM (BTA)

Description The BTA is intended to provide funds for bicycle transportation, which is recognized as an important and low cost mode of public transportation.

Program Eligibility The BTA provides funds to local agencies for projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funding, cities and counties must have an adopted Bicycle Transportation Plan that complies with Streets and Highways Code Section 891.2, and has been approved by the appropriate regional transportation planning agency and Caltrans. State law requires projects to conform to the minimum design standards for bikeways in Chapter 1000 of the *Highway Design Manual.*

Funding Level BTA annual funding, per Streets and Highways Code Section 2106:

Fiscal Year	Funding
1999/00	$1,000,000
2000/01	$1,500,000
2001/02	$7,200,000
2002/03	$7,200,000
2003/04	$7,200,000
2004/05	$7,200,000
2005/06	$7,200,000
2006/07 and beyond	$5,000,000

Applicants provide a local match of at least 10 percent of the total project cost. No applicant may receive more than 25 percent of the total funds transferred into the BTA in a single fiscal year.

Project Selection Process The Bicycle Facilities Unit (BFU) in the Caltrans Local Assistance Program selects projects for funding.

Significant Dates September 1 - BFU sends BTA information to districts.
October 1 - Districts send BTA application information to local agencies.
December 31 – City/County send BTA application to BFU.
April 30 – BFU Selects projects to be funded.
July 1 – BFU sends signed Local Agency/State Agreements to local agency.
December 31 – City/County awards construction contract or requests a time extension from BFU.

Note: Typical schedule above. Schedule will be delayed 2-4 months for the FY 2001/2002 cycle.

After project completion – City/County requests district inspection of project.

- District inspects project for completion.
- District forwards documentation of inspection and recommendation regarding payment to BFU.
- BFU forwards request for payment to Accounting.
- Accounting forwards request for payment to State Controller.
- State Controller pays local agency.

Relevant Statutes

Annual Budget Act Item 2660-101-045.
Streets and Highways Code Sections 890-894.
California Code of Regulations, Title 21, Subchapter 10 (Section 1470.1 – 1470.3).

Key Decision Makers

Cities, Counties, RTPAs, Caltrans.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Related Publications

Federal Highway Administration Publication FHWA-PD-98-049 HEP-10/8-98(20M)E, describes Federal funds available for bicycle projects.

Nonmotorized Transportation Facilities, a California Department of Transportation report to the legislature, describes funding for bicycle and pedestrian projects.

Local Assistance Program Guidelines, Chapter 21 "Bicycle Transportation Account"

Website

http://www.dot.ca.gov/hq/LocalPrograms/

PEDESTRIAN SAFETY PROGRAM (PSP)

Description AB 2522 (Kelley – 2000) calls for Caltrans to establish and administer a "pedestrian safety program". Eligible projects include, but are not limited to, traffic calming measures, intersection safety improvements, traffic signal timing, crosswalk construction or improvements, and any traffic safety or enforcement program authorized by law.

Project Eligibility To be eligible for PSP funds, the project must be located on any state highway or on any local road. Projects must correct an identified pedestrian safety hazard or problem.

Funding Level $8 million was provided for this program in the 1999/2000 State Budget Act. It is a one-time appropriation of funds for this program. In order for the funding to continue, an appropriation must be included in the 2000/2001 State Budget Act or other legislation.

Project Selection Process Caltrans will conduct one "call for projects" sometime in early 2001. Only city and county agencies may apply for funds.

Significant Dates Early 2001: Districts solicit projects from local agencies.
Spring 2001: Local agencies submit candidate projects to Caltrans.
Summer 2001: Caltrans releases statewide list of approved projects.

Relevant Statutes Streets and Highways Code, Section 894.7.
AB 2522.

Key Decision Makers Caltrans, CHP, FHWA, local agencies and various stakeholders.

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (see Attachment B).

Website http://www.dot.ca.gov/hq/LocalPrograms/

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PETROLEUM VIOLATION ESCROW ACCOUNT (PVEA)

Description Funds from the PVEA are intended to result in energy savings or displacement of nonrenewable energy.

Project Eligibility PVEA funds are available as a result of Federal Court decisions and settlement agreements against a number of oil companies and producers which ordered refunds to the States for petroleum product price overcharges. PVEA projects must result in energy savings or displace nonrenewable energy and provide restitution to the motoring public who were injured by the oil price overcharges. PVEA funding cannot be used to:

- supplant funds which are already available for the proposed project,
- fund projects with restitution too far into the future,
- fund projects whose primary concern is environmental, safety, or has very little energy saving,
- fund studies because they might not result in project implementation, or
- fund administrative expenses that exceed 5 percent.

Project Funding Varies.

Project Selection Process PVEA funds must be allocated to transportation projects through special legislation carried in behalf of Caltrans for inclusion in the Budget Act or for allocation to local agencies. Upon legislative approval, the Department of Finance determines which specific court case has funds available to fund the project. Each project must be submitted as a proposal to the California Energy Commission and approved by the U.S. Department of Energy (DOE). Funds can only be encumbered following DOE approval. Any project costs incurred prior to DOE approval will not be paid.

Significant Dates Requires legislation appropriating funds, either through an individual bill or inclusion in the Budget Act (June 30, annually).

Key Decision Makers California Legislature, California Energy Commission, U.S. Department of Energy.

Contacts Caltrans District Local Assistance Engineers (see Attachment B).
Caltrans Federal Resources Office, Budgets Program, (916) 654-7287.

Related Publications *Local Assistance Program Guidelines*, Chapter 22 "Other State Programs"

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STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Description The STIP is a multi-year capital improvement program resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner.

Project Eligibility All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, safety, and environmental enhancement and mitigation, including TEA projects. The regions should include improvements to mobility, accessibility, reliability, sustainability and safety as part of their fundamental goals.

Funding Level STIP funding is split 25% to Interregional Transportation Improvement Program (ITIP), projects nominated by Caltrans, and 75% to Regional Transportation Improvement Program (RTIP), decided by regional agencies. The current STIP (1998-99 through 2003-2004) has total funding of $7.3 billion, of which RTIP comprises $5.3 billion and ITIP is $2 billion (data from California Transportation Improvement Program System (CTIPS) database).

Project Selection Process Projects are presented as part of a complete ITIP or RTIP to the California Transportation Commission for approval and inclusion in the STIP. The Commission, upon review of the ITIP or RTIP, can accept or reject the program in its entirety. Their decision to reject would be based on the following criteria: a) not consistent with the STIP guidelines, b) insufficient funds to implement, c) conflicts with other RTIPs or the ITIP, d) not in an approved Congestion Management Program (CMP), or e) if the RTIP is not a cost-effective expenditure of State funds.

Significant Dates July 15, odd numbered years: Fund Estimate proposed by Caltrans to California Transportation Commission (CTC).

August 15, odd numbered years: Fund Estimate adopted by CTC.

December 15, odd numbered years: Deadline for submission of projects to ITIP by Caltrans and RTIP by regional agencies.

April 1, even numbered years, CTC adopts STIP.

Relevant Statutes

California Transportation Commission Resolutions G-99-24, G-99-27, and G-00-32.

California Government Code Sections 14524.15, 14525.5, 14526, 14527, 14529, 14530, 14531, and 14533.

California Streets and Highways Code 164.

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Caltrans Programming Program Manager (916) 654-4013.

Related Publications

"Procedures for Administering Local Grant Projects in the STIP," April 1, 1999

Website

STIP Guidelines:
www.dot.ca.gov/hq/transprog/stip/stipguid/2000guid.pdf

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Description Through the Traffic Congestion Relief Program (TCRP), more than $5.3 billion in funding has been provided for specific projects that will relieve traffic congestion, improve goods movement, and provide connectivity between systems. Additionally, approximately $1.5 billion will be made available over five years (2001/2002 FY through 2005/2006 FY) for continued local street and road maintenance, to augment funding for the State Transportation Improvement Plan (STIP) and to augment funding for the Public Transportation Account (PTA).

AB 2928 (Torlakson, Chapter 91 Statutes of 2000) and SB 1662 (Burton, Chapter 656, Statutes of 2000) are the enabling legislation that created the Traffic Congestion Relief Program. The TCRP consists of 141 locally recommended projects throughout the state. The 141 projects are specifically identified along with a corresponding funding amount and lead agency information in SB 1662. AB 2928 and SB 1662 also change the STIP to a 5-year STIP (starting in 2002), provides for local street and road maintenance funds, and a CMAQ/RSTP exchange program.

Project Eligibility Only projects defined in SB 1662 are eligible. The maximum amount of funding available for each project is specified in the bill. Additionally, only those agencies designated as lead agencies in SB 1662 may apply for funding. The projects are designed to relieve congestion, provide for the safe and efficient movement of goods, and provide inter-modal connectivity of transportation systems throughout California. Project types include state highways, local streets and roads, improvement of mass transportation and inter-city rail, and planning studies.

Projects must be included in, or be consistent with, Regional Transportation Plans.

Funding Level The funding for each project is specially identified in the SB 1662 bill language. The funding provided in the bill will completely fund some projects, complete the funding plan for partially funded projects, and/or provide money for initial studies and designs. No additional funding from the TCR Fund is available without further action from the legislature, and cost overruns on projects are the responsibility of the lead agencies applying for the TCRP funding.

Project Selection Process Although the projects are identified in SB 1662, an application detailing the scope, cost, schedule, and funding plan for a given project is required to be submitted and approved by the California Transportation Commission (CTC). Guidelines (CTC Resolution G-00-23) have been developed which provide information on what is required to be included in the application, program administration information, and contact information.

Significant Dates

November 1, 2000 and April 1 and October 1, annually: Progress Report to the CTC (form and details provided in the guidelines)

July 6, 2002: final date to submit applications for projects listed in SB 1662.

Allocations must be requested within the fiscal year of the scheduled start of work as approved in the application. Cooperative agreements must be executed within 3 years of the allocation of funds. Expenditure of funds must occur within 5 years of allocation.

Relevant Statutes

Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000.

California Transportation Commission Resolution G-00-23 (TCRP Guidelines).

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (see Attachment B).

Caltrans TCRP Program Manager (916) 653-2052.

Related Publications

"Guidelines for Traffic Congestion Relief Program," September 1, 2000

Website

www.dot.ca.gov/tcrp

DISCONTINUED PROGRAMS

Description

A number of programs have been discontinued over the last few years. Below is a listing of those programs. Although new funding is no longer available for application, there is still activity in the programs due to projects that have been approved but are not yet completed.

Flexible Congestion Relief Program (FCR)

Projects that provide congestion relief through new roadways, improvements to existing roadway and public mass transit guideways. This program was eliminated with the enactment of SB45 in 1998.

State and Local Transportation Partnership Program (SLTPP)

Locally funded contract projects, ready for construction with minimal State planning and review. Project must increase capacity, extend service to a new area, or extend the useful life of the roadway by ten years as a rehabilitation project. The project must meet project delivery dates and be awarded within two years after application deadline.
This program was eliminated with the enactment of SB45 in 1998.

Transportation System Management Program (TSM)

Projects designed to increase person-trips carried at peak hours on existing freeways, expressways and principal arterials without significantly increasing design capacity.
This program was eliminated with the enactment of SB45 in 1998.

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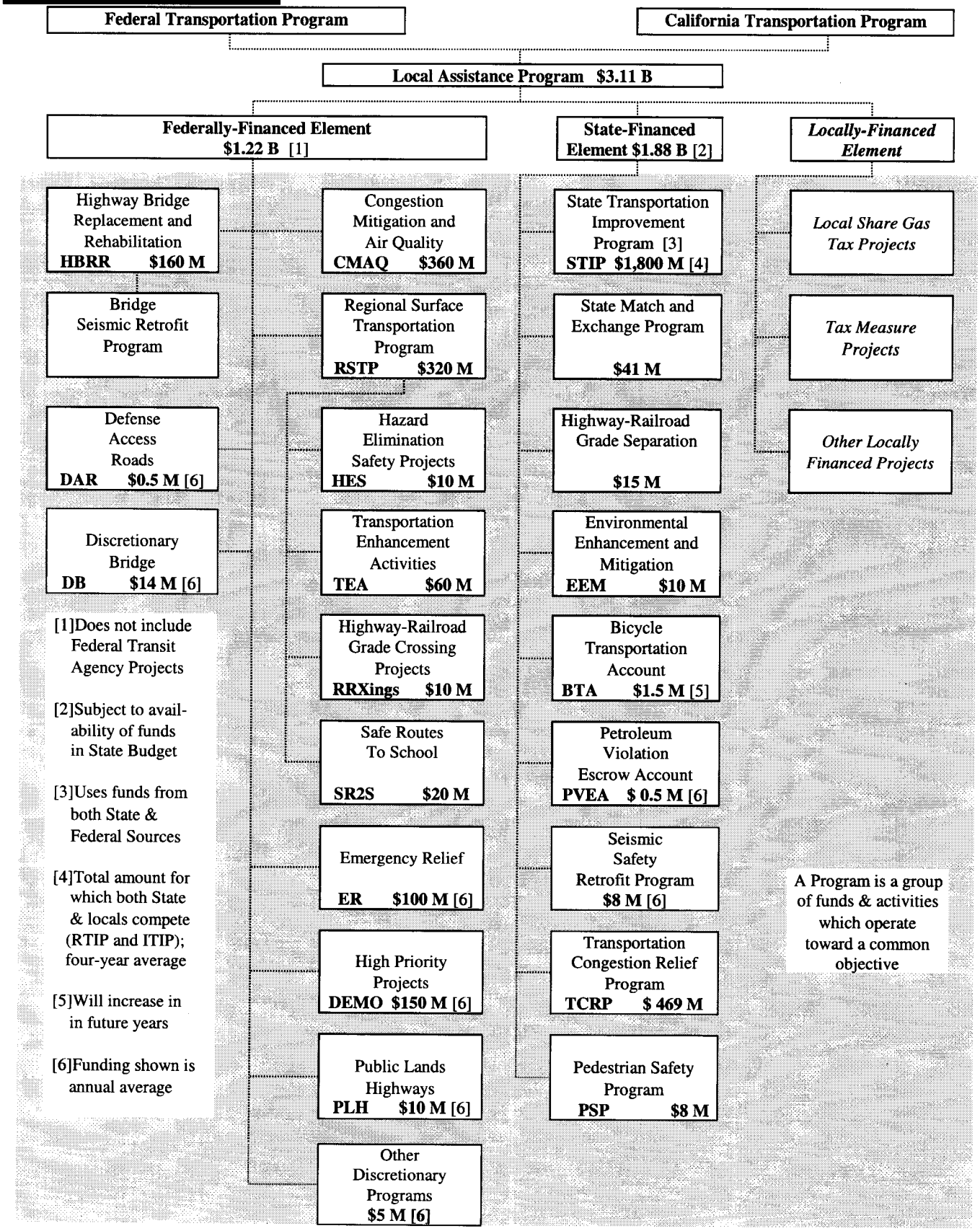
Federal Transportation Program
California Transportation Program
Local Assistance Program $3.11 B
Federally-Financed Element $1.22 B [1]
State-Financed Element $1.88 B [2]
Locally-Financed Element
Highway Bridge Replacement and Rehabilitation HBRR $160 M
Bridge Seismic Retrofit Program
Defense Access Roads DAR $0.5 M [6]
Discretionary Bridge DB $14 M [6]
Congestion Mitigation and Air Quality CMAQ $360 M
Regional Surface Transportation Program RSTP $320 M
Hazard Elimination Safety Projects HES $10 M
Transportation Enhancement Activities TEA $60 M
Highway-Railroad Grade Crossing Projects RRXings $10 M
Safe Routes To School SR2S $20 M
Emergency Relief ER $100 M [6]
High Priority Projects DEMO $150 M [6]
Public Lands Highways PLH $10 M [6]
Other Discretionary Programs $5 M [6]
State Transportation Improvement Program [3] STIP $1,800 M [4]
State Match and Exchange Program $41 M
Highway-Railroad Grade Separation $15 M
Environmental Enhancement and Mitigation EEM $10 M
Bicycle Transportation Account BTA $1.5 M [5]
Petroleum Violation Escrow Account PVEA $ 0.5 M [6]
Seismic Safety Retrofit Program $8 M [6]
Transportation Congestion Relief Program TCRP $ 469 M
Pedestrian Safety Program PSP $8 M
Local Share Gas Tax Projects
Tax Measure Projects
Other Locally Financed Projects
[1]Does not include Federal Transit Agency Projects
[2]Subject to availability of funds in State Budget
[3]Uses funds from both State & Federal Sources
[4]Total amount for which both State & locals compete (RTIP and ITIP); four-year average
[5]Will increase in in future years
[6]Funding shown is annual average
A Program is a group of funds & activities which operate toward a common objective

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5 ATTACHMENT B - DISTRICT MAP – DISTRICT LOCAL ASSISTANCE ENGINEERS

STATE OF CALIFORNIA
Business, Transportation and Housing Agency
Department of Transportation

District Local Assistance Engineers

District 1
1656 Union Street
P.O. Box 3700
Eureka, CA 95502-3770
Phone: (707) 445-6399
Calnet: 8-538-6399

District 2
1657 Riverside Drive
P.O. Box 496073
Redding, CA 96049-6073
Phone: (530) 225-3484
Calnet: 8-442-3484

District 3
703 B Street
P.O. Box 911
Marysville, CA 95901
Phone: (530) 741-5450
Calnet: 8-457-5450

District 4
111 Grand Avenue
P.O. Box 23660
Oakland, CA 94623-0660
Phone: (510) 286-5226
Calnet: 8-541-5226

District 5
50 Higuera Street
San Luis Obispo,
CA 93401-5415
Phone: (805) 549-4606
Calnet: 8-629-4606

District 6
1352 West Olive Avenue
P.O. Box 12616
Fresno, CA 93778-2616
Phone: (559) 488-4105
Calnet: 8-422-4105

District 7
700 North Alameda St., 4th flr.
Los Angeles, CA 90012
Phone: (213) 620-6544
Calnet: 8-640-6544

District 8
464 West Fourth Street
P.O. Box 231
San Bernardino, CA 92402
Phone: (909) 383-4030
Calnet: 8-670-4030

District 9
500 South Main Street
Bishop, CA 93514
Phone: (760) 872-0681
Calnet: 8-627-0681

District 10
1976 East Charter Way
P.O. Box 2048
Stockton, CA 95201
Phone: (209) 948-3689
Calnet: 8-423-3689

District 11
2829 Juan Street
P.O. Box 85406
San Diego, CA 92186-5406
Phone: (619) 688-6778
Calnet: 8-688-6778

District 12
3347 Michelson Dr., Ste. CN380
Irvine, CA 92612
Phone: (949) 756-7805
Calnet: 8-655-7805

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CALIFORNIA

METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

and

Regional Transportation Planning Agencies (RTPAs)

AMBAG[1]	Association of Monterey Bay Area Governments
BCAG	Butte County Association of Governments
COFCG	Council of Fresno County Governments
KCOG	Kern Council of Governments
MCAG	Merced County Association of Governments
MTC[2]	Metropolitan Transportation Commission
SACOG[3]	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SJCOG	San Joaquin Council of Governments
SLOCOG	San Luis Obispo Council of Governments
SBCAG	Santa Barbara County Area of Governments
SHASTA	Shasta County Regional Transp Planning Agency
SCAG[4]	Southern California Association of Governments
STANCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TMPO	Tahoe Metropolitan Planning Organization

[1]AMBAG includes SCRCTC, TAMC, and SBCOG. All retain RTPA status.

[2]MTC is the RTPA for the nine county region.

[3]SACOG is the RTPA for Sacramento, Sutter Yolo and Yuba counties. It is the MPO for the cities of Linclon, Rocklin and Roseville. By agreement it acts as the MPA for Placer and El Dorado counties up to the crest of the Sierras, however they retain their RTPA status

[4]SCAG covers a six county region. Five of which are County Transportation Commissions: LAMTA, OCTA, RCTC, SANBAG and VCTC. SCAG is the RTPA for Imperial County.

*By MOU, Kings CAG and Madera LTC have an agreement with COFCG to model their program for conformity and with Caltrans to list their projects in the rural non-MPO FSTIP.

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TIMELY

MEET CUSTOMERS NEEDS

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