



TRANSPORTATION FUNDING OPPORTUNITIES GUIDEBOOK

State and Federal Funds Available for Local Agency Projects



AUGUST 25, 2008

STATE OF CALIFORNIA
ARNOLD SCHWARZENEGGER, GOVERNOR

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August 1, 2008

To: CALTRANS EMPLOYEES
REPRESENTATIVES OF CALIFORNIA LOCAL GOVERNMENT
REPRESENTATIVES OF THE PRIVATE SECTOR

Subject: TRANSPORTATION FUNDING OPPORTUNITIES GUIDEBOOK

With the enactment of the “Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) in 2005, the \$19.925 billion Proposition 1B Transportation Bond approved by voters in November 2006 and other legislation, opportunities for financing transportation projects have continued to grow and change. At the same time, these funding opportunities demand more accountability in terms of benefit identification, performance measurement, and milestone reporting.

This Guidebook entitled “Transportation Funding Opportunities: State and Federal Funds Available for Local Agency Projects” provides you with concise, high-level overviews of several Federal and State transportation funding programs available to local agencies. Each program description contains key facts about eligibility, project selection, significant dates, references, sources for assistance and other essential information. For easy reference, this Guidebook also includes a summary chart of Federal and State Programs, a map of Metropolitan Planning Organizations and Regional Transportation Planning Agencies, and a directory of Caltrans District Local Assistance Engineers who can assist your agency.

The content and format of this Guidebook reflects Caltrans’ commitment to improving mobility across California. 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. More detailed information about each program is available in the *Caltrans Local Assistance Program Guidelines* at <http://www.dot.ca.gov/hq/LocalPrograms/public.htm>, or the Mass Transportation website at <http://www.dot.ca.gov/hq/MassTrans/index.html>. General comments or questions regarding this guidebook should be directed to David Saia of my staff at (916) 654-5620 or david.saia@dot.ca.gov.

Sincerely,

Original signed by Kevin Pokrajac for:

Earl R. Seaberg, Jr.
Acting Division Chief
Division of Local Assistance

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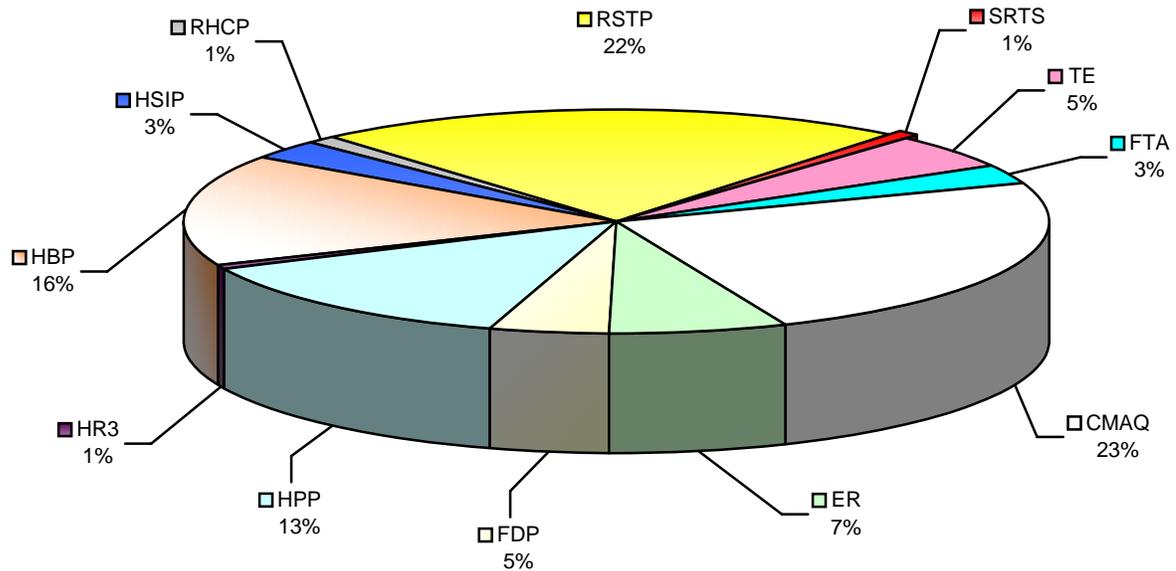
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Federal Programs

FEDERAL PROGRAMS

Estimated Annual Funding Levels (California Share)
(Millions of Dollars)



FEDERAL PROGRAMS	Approximate Average Annual Funding Level (Millions) ¹
Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 360
Emergency Relief (ER)	\$ 100 & varies
Federal Discretionary Programs ² (FDP)	\$ 68 & varies
High Priority Projects (HPP)	\$ 200
High Risk Rural Roads (HR3)	\$ 8
Highway Bridge Program, including Seismic Bridge (HBP)	\$ 240
Highway Safety Improvement Program (HSIP)	\$ 43
Federal Transit Administration Programs (FTA)	\$ 42
Railway-Highway Crossings Program, Section 130 (RHCP)	\$ 15
Regional Surface Transportation Program (RSTP)	\$ 330
Safe Routes to School (SRTS)	\$ 14
Transportation Enhancement Activities (TE)	\$ 75

Notes: 1. The amounts listed are the Federal contribution to these programs. Most Federal projects will require a local match contribution to the project cost.
2. Assumes California share is 11% of Nationwide total funds available.



Congestion Mitigation and Air Quality Improvement Program

**CONGESTION MITIGATION AND AIR QUALITY
IMPROVEMENT PROGRAM (CMAQ)**

- Description** The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of SAFETEA-LU. 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** Public transit improvements; high occupancy vehicles (HOV) lanes; Intelligent Transportation Infrastructure (ITI); traffic management and traveler information systems (e.g., electric toll collection systems); 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; fare/fee subsidy programs; engine diesel retrofits, alternative fuel vehicles, vehicle congestion pricing, freight intermodal projects, idle reduction projects, and under certain conditions PM-10 projects. Routine rehabilitation projects are not eligible. Operations projects may be funded for only three years.
- Funding Level** About \$1.7 billion available nationwide per year. Estimated annual program level for California is \$360 million.
- Federal share payable is up to 100% for 2008/2009.
Beyond 2008/2009 is subject to re-authorization.
- Project Selection Process** Only air quality nonattainment and maintenance areas for ozone, carbon monoxide, and certain PM-10 projects receive CMAQ funds. Projects are proposed by local agencies and the State for selection by RTPAs and MPOs in cooperation with the State. All CMAQ projects must be included in an air quality conforming transportation plan and Federal Statewide Transportation Improvement Program (FSTIP) and must demonstrate emission reductions in criteria pollutants.
- The Caltrans 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 the FSTIP.

Significant Dates	<p>The schedules for project nomination vary statewide. Please contact your MPO or RTPA to verify schedule.</p> <p>October of each year - apportionment of Federal funds.</p> <p>July 1 of each year, MPOs and RTPAs notify Caltrans of projected amount of Obligation Authority each entity plans to use in the remainder of the Federal Fiscal Year (October 1 through September 30). Excess amounts are redistributed to other projects.</p> <p>August 1 of each even-numbered year - the Transportation Improvement Plan is updated to include new projects.</p>
Relevant Statutes	SAFETEA-LU Section(s): 1101(a)(5), 1103(d), 1808 23 U.S.C. 149, 104(b)(2), 126(c)
Key Decision Makers	Congestion Management Agencies, RTPAs and/or MPOs, FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA)
Contacts for Information and Assistance	<p>Caltrans District Local Assistance Engineers (Exhibit 1) for projects not on the State Highway System. MPO/RTPA list (Exhibit 3)</p> <p>Caltrans Division of Transportation Programming for projects on the State Highway System and in the STIP: Chief, Office of Federal Programs Management at (916) 654-4843</p>
Related Publications	<p>“Guidance on the Congestion Mitigation and Air Quality Improvement Program Under the Transportation Equity Act: A Legacy for Users”, U.S. Department of Transportation, FHWA, issued October 31, 2006, available at the following website address: http://www.fhwa.dot.gov/environment/cmaq99gd.pdf</p> <p>“TEA-21 Transportation Equity Act for the 21st Century – Key Information,” U.S. Department of Transportation, FHWA Publication No. FHWA-PL 98-043</p> <p>“A Guide To Federal Aid Programs and Projects,” FHWA, Office of Program Administration, Publication No. FHWA-IF-99-006, May 1999</p> <p><i>Local Assistance Program Guidelines</i>, Chapter 5 “Congestion Mitigation and Air Quality”</p>
Websites	<p>http://www.fhwa.dot.gov/environment/cmaqpgs/safetealu/index.htm</p> <p>http://www.fhwa.dot.gov/environment/cmaqpgs/</p>

EMERGENCY RELIEF PROGRAM (ER)

- Description** The Emergency Relief Program (ER) is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures.
- Project Eligibility** For a declared disaster, 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 declaration date. 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 notice from the Secretary of Transportation that recovery work is eligible for ER funds, damage assessment forms are completed and approved by a team composed of representatives of Caltrans, the local agency and in special cases, FHWA; on a site-by-site 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 permanent restoration construction can begin.
- Significant Events** Governor's declaration that a state of emergency 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 SAFETEA-LU Section(s) 1112 and 1937
- 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 (Exhibit 1)
Local Assistance ER Program Coordinator, (916) 653-0328

Related Publications *Emergency Relief Disaster Assistance Manual*, available from FHWA, Federal Aid Division
Local Assistance Program Guidelines, Chapter 11 “Disaster Assistance”

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



Emergency Relief Program

FEDERAL DISCRETIONARY PROGRAMS

Description There are a number of highway, transit, and rail discretionary programs available to California applicants authorized by various sections of SAFETEA-LU. Funding for these programs vary, some are formula driven and others are nationally competitive. Funds are distributed over the five-year life of SAFETEA-LU. Different divisions 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 SAFETEA-LU.

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 \$57 million is available annually nationwide.

Authority: SAFETEA-LU Sections 1101(a)(13) and 1801

Website: <http://www.fhwa.dot.gov/discretionary/fbdinfo.cfm>

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

Funding: Approximately \$5.3 million is available annually nationwide.

Authority: SAFETEA-LU Section 5202 and 23 U.S.C. 503(b)

Website: <http://www.fhwa.dot.gov/bridge/ibrd/>

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

Funding: Approximately \$110 million is available annually nationwide.

Authority: SAFETEA-LU Section 5101(a)(6)

Website: <http://www.its.dot.gov/index.htm>

Interstate Maintenance 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: SAFETEA-LU Section 1102(f)

Website: <http://www.fhwa.dot.gov/discretionary/imdinfo.cfm>

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: SAFETEA-LU 1804

Website: <http://www.fhwa.dot.gov/bridge/covered.cfm>

Public Lands Highways

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

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

Authority: SAFETEA-LU Section 1101 (a)(9)(D) and Title 23 U.S.C. Sections 202, 203 and 204.

Website: <http://www.fhwa.dot.gov/discretionary/plhcurrsla3.cfm>

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 \$40 million is available annually nationwide. 80% Federal.

Authority: SAFETEA-LU Section(s) 1101(a) (12), 1802; 23U.S.C. 162

Website: <http://www.bywaysonline.org/grants/>

Transportation and Community and System Preservation

Researches relationships between transportation, community preservation and the environment; funds projects to address transportation efficiency and community system preservation.

Funding: Approximately \$61.5 million available annually nationwide for Fiscal Years 2005-2009.

Authority: SAFETEA-LU Section 1117

Website: http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm

Transportation Infrastructure Finance and Innovation Act (TIFIA) 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 \$122 million is available annually nationwide.

Authority: SAFETEA-LU Section(s) 1601; 23 U.S.C. 601-609

Website: <http://tifia.fhwa.dot.gov/>

Value Pricing Provides funds for value pricing projects – both pre-implementation 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 \$12 million is available annually nationwide.

Authority: SAFETEA-LU Section 1604(a)

Website: http://www.ops.fhwa.dot.gov/tolling_pricing/value_pricing/

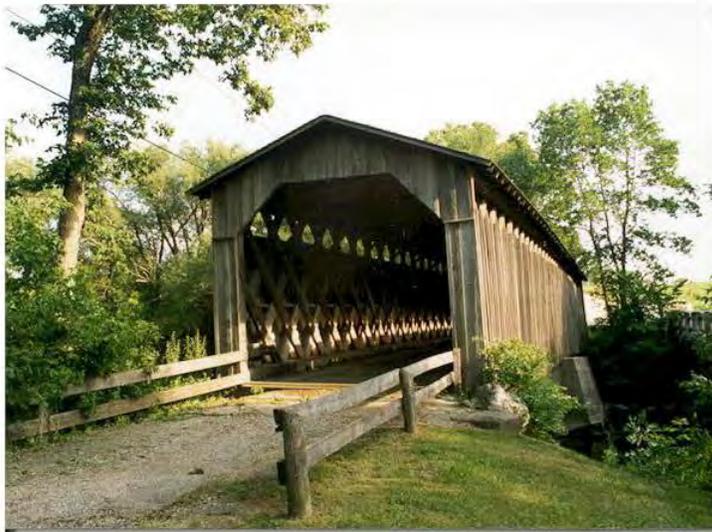
Key Decision Makers Varies by program—see websites

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1) for projects not on the State Highway System.

Related Publications *Local Assistance Program Guidelines*, Chapter 12 “Other Federal Programs”

Websites http://www.dot.ca.gov/hq/LocalPrograms/DiscretionaryFunds/discretionary_programs.htm

<http://www.dot.ca.gov/hq/LocalPrograms/DiscretionaryFunds/DiscretionaryProgramContactList%203-11-08.xls>



Federal Discretionary Programs

HIGH PRIORITY PROJECTS (HPP)

Description A High Priority Projects (HPP) project is specifically established and funded by Congress through Federal law. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) changed the earmark projects from Demonstration Program projects to High Priority Projects.

SAFETEA-LU, the most recent multi-year transportation act, sets forth over \$1 billion for 426 HPP earmarks in California and spans five Federal Fiscal Years from 2004/2005 to 2008/2009.

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

HPP earmarks are set forth in annual omnibus acts and multi-year transportation acts. These acts provide the legislated description and funding amount. Projects funded by these earmarks must fit within the legislated description in order to be eligible for funding. All federal requirements apply to HPP projects.

Funding Level HPP earmarks from multi-year transportation acts have an 80% reimbursement rate, requiring the sponsor to provide a 20% non-federal match. HPP earmarks set forth in the annual omnibus acts, however, generally have a 100% reimbursement rate, requiring no match by the sponsor.

HPP 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 HPP projects are initiated by Congress, usually at the request of constituents within a given congressman's district. Applications from constituents are often solicited by their respective congressman. Caltrans will support local agencies during the planning process for cost effective projects. A local agency sponsor of a potential HPP 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.

Significant Dates Historically, some HPP 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 U.S.C., Section 117, High Priority Projects Program
TEA-21 Sections 1601-1603
California Streets and Highways Code, Sections 2300-2302
SAFETEA-LU Section 1701 & 1702

Key Decision Makers U.S. Congress

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1)

Related Publications SAFETEA-LU High Priority Projects Program Implementing Guidance (October 2006)

“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/safetealu/index.htm>

HIGH RISK RURAL ROADS PROGRAM (HR3)

Description	The purpose of the High Risk Rural Roads Program (HR3) is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads.
Project Eligibility	To be eligible for federal HR3 funds, the project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem.
Funding Level	The annual program funding level is approximately \$8.25 million. The federal reimbursement rate is 90%. This program is a set aside from the Highway Improvement Safety Program.
Project Selection Process	Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will calculate the Safety Index for each application. A list of projects will be developed in descending order of the Safety Index. Projects above the funding cut-off line will be programmed for delivery and amended into the Federal Statewide Transportation Improvement Program (FSTIP).
Significant Dates	Caltrans made two “call for projects” for this program under SAFETEA-LU. The first call was made in November 2006 and the second call was made in February 2008. Subsequent “call for projects” will be made if the HR3 Program is included in future transportation reauthorization acts.
Relevant Statutes	Title 23, U.S.C., Section 148
Key Decision Makers	Caltrans and FHWA
Contacts for Information and Assistance	Caltrans District Local Assistance Engineers (Exhibit 1).
Related Publications	<i>Local Assistance Program Guidelines</i> , Chapter 10 “High Risk Rural Roads”
Websites	http://www.dot.ca.gov/hq/LocalPrograms/ http://safety.fhwa.dot.gov/safetealu/hrrrpattachment.htm



Highway Bridge Program

HIGHWAY BRIDGE PROGRAM (HBP)

- Description** The Highway Bridge Program (HBP) provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
- Project Eligibility** Existing bridges must meet federal requirements to be eligible for HBP funding. The proposed work must also meet federal requirements. The following work types are generally eligible:
- Replacement
 - Rehabilitation
 - Seismic retrofit (see Proposition 1B Local Seismic Retrofit Program)
 - Engineered scour countermeasures
 - Painting
 - Preventive Maintenance (see special guidelines on website)
 - Also eligible on a case by case basis:
 - New bridges to replace existing low water crossings
 - New bridges to replace existing ferry crossings
- Funding Level** Approximately \$240 million annually for California over the life of SAFETEA-LU. Federal share payable = 88.53%
- Project Selection Process**
- Bridges are selected by local agencies from eligible bridge lists available from the website listed at the end of this section.
 - Local agencies submit applications to their District Local Assistance Engineer (DLAE).
 - Local agencies are notified by DLAE of eligibility for funding.
 - Caltrans submits a financially constrained list of projects for approval in RTIP(s) and FTIP.
 - Local agencies may request authorization to proceed after FTIP approval.
- Significant Dates** Caltrans accepts applications for funding on a continuous basis.
- Relevant Statutes** SAFETEA-LU Sections 1101(a)(3), 1114
Title 23 U.S.C. 144
California Streets and Highways Code, Section 2400
23 Code of Federal Regulations (CFR) 650
- Key Decision Makers** DLAEs, Caltrans Division of Local Assistance, the Federal Highway Administration, the California Transportation Commission, and local agencies

Contacts for Information and Assistance District Local Assistance Engineers (Exhibit 1)

Related Publications *Local Assistance Program Guidelines*, Chapter 6 “Highway Bridge Program”
Local Assistance Procedures Manual

Websites www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm
<http://www.dot.ca.gov/hq/LocalPrograms/>



Highway Safety Improvement Program

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

- Description** This new Highway Safety Improvement Program (HSIP), under SAFETEA-LU, replaces the Hazard Elimination Safety Program (HES). The new program provides a transition period that allows states to fund projects that were eligible under the old HES Program until such time that an annual 5 Percent Report, describing no less than 5 percent of public roadway locations with the most severe safety needs, and a Strategic Highway Safety Plan (SHSP) have been developed and implemented by the State. The intent of HSIP is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven.
- Project Eligibility** For a project to be eligible for HSIP funds, the project must be on any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or be improved substantially.
- Funding Level** The annual program funding is approximately \$32 million for Federal Fiscal Year 2007/2008 and \$54 million for Federal Fiscal Year 2008/2009 at which time the HSIP program will end, unless it is extended or reauthorized. The maximum funding amount for a project is \$1 million, and the federal reimbursement rate is 90%.
- Project Selection Process** Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will calculate the Safety Index for each application that is based on traffic data. A list of projects will be developed in descending order of the Safety Index. Projects with the Safety Index below the funding cut-off line or without a Safety Index will compete under the Work Type Category and will be evaluated under established criteria. The final selected projects will be programmed for delivery and be amended into the Federal Statewide Transportation Improvement Program (FSTIP).
- Significant Dates** A notice is made once a year to local agencies to submit applications for candidate HSIP projects.
- Relevant Statutes** Title 23, U.S.C. Section 148
California Streets and Highways Code, Sections 2330-2334
- Key Decision Makers** Caltrans and FHWA

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1)

Related Publications Caltrans *Local Assistance Program Guidelines* Chapter 9 “Highway Safety Improvement Program”
 Caltrans *Local Assistance Procedures Manual*
 Caltrans *Highway Design Manual*
 California *Manual on Uniform Traffic Control Devices* (California MUTCD)

Websites <http://www.dot.ca.gov/hq/LocalPrograms/>
http://safety.fhwa.dot.gov/state_program/hsip/index.htm



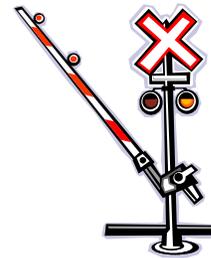
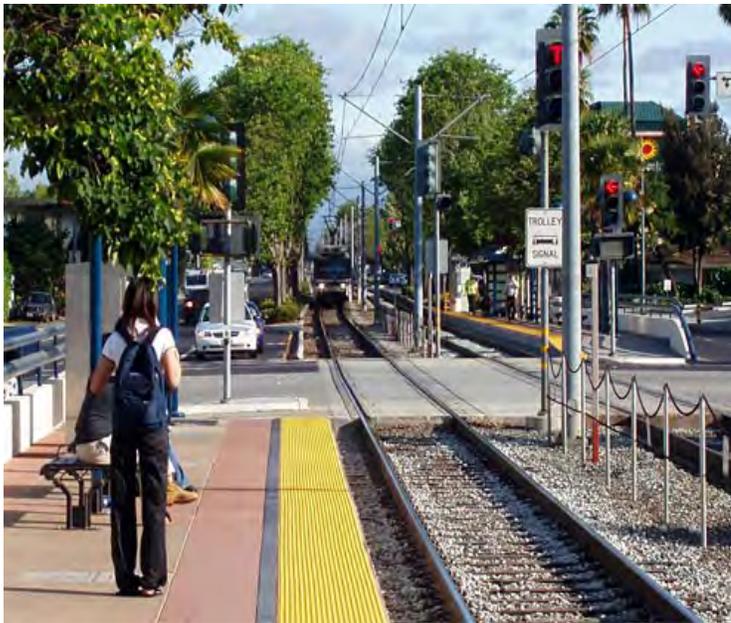
Local Bridge Seismic Retrofit Program

**LOCAL BRIDGE SEISMIC RETROFIT PROGRAM (LBSRP) AND
THE PROPOSITION 1B LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT (LBSRA)**

Description	<p>The Local Bridge Seismic Retrofit Program (LBSRP) is funded from the federal Highway Bridge Program and was established by emergency legislation Senate Bill 36X (1989) after the October 17, 1989 Loma Prieta earthquake. This program has been closed to new projects since May 5, 2005.</p> <p>The Local Bridge Seismic Retrofit Account (LBSRA) was established by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act), approved by the voters as Proposition 1B on November 7, 2006. The LBSRA funds are state funds dedicated specifically to provide the local match to federal LBSRP funds for the remaining seismic work on local bridges, ramps and overpasses on the Caltrans candidate list.</p>
Project Eligibility	<p>Bridges must be on the Caltrans candidate seismic list. Only seismic work is eligible for the LBSRA match. Preliminary Engineering is not eligible for LBSRA match. Right of way and construction phases are eligible for LBSRA match if federally authorized after November 7, 2006.</p>
Funding Level	<p>Total \$125 million less \$2.5 million for Department of Finance required administrative costs = \$122.5 million available LBSRA contributes 11.5% local match to the federal funds</p>
Project Selection Process	<p>The remaining 479 bridges in the LBSRP that had not been authorized for construction by November 7, 2006 are candidates for the Proposition 1B LBSRA state match.</p>
Relevant Statutes	<p>SAFETEA-LU Sections 1101 (a)(3), 1114 23 Code of Federal Regulations (CFR) 650 California Government Code Section 8879, 16727 California Streets and Highways Code, Section 2400 Title 23 U.S.C. 144</p>
Key Decision Makers	<p>Caltrans Division of Local Assistance, California Transportation Commission (CTC), Caltrans District Local Assistance Engineers (DLAE), Caltrans Division of Engineering Services, Caltrans Management, the Federal Highway Administration (FHWA)</p>
Contact for Information and Assistance	<p>Caltrans District Local Assistance Engineers (Exhibit 1)</p>

Related Publications *Local Assistance Program Guidelines*, Chapter 7 “Seismic Safety Retrofit”
Local Assistance Procedures Manual
Proposition 1B Local Bridge Seismic Retrofit Account Guidelines

Website www.dot.ca.gov/hq/LocalPrograms/main.htm



Railway-Highway Crossings Program

RAILWAY-HIGHWAY CROSSINGS (SECTION 130) PROGRAM

Description The purpose of the Railway-Highway Crossings (Section 130) Program is to reduce the number and severity of highway crashes by eliminating hazards to motor vehicles, trains and pedestrians at existing highway/railroad crossings (highway/railroad intersection or HRI). HRI improvement projects include crossing warning devices maintained and operated by railroads such as gates, bells and lights, in compliance with the California Manual of Uniform Traffic Control Devices (MUTCD). Roadway owners (public agencies) are funded to make any MUTCD defined improvements necessary on their roadways, within their right of way. Section 130 funds can also be used for HRI elimination projects.

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

- The project location must be a public road on both sides of the intersection.
- The HRI must be included on California's Section 130 Priority List.
- Individual 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). The project must be delivered in the year programmed. In some cases projects can be moved up from one program year to the current year.
- The roadway owner and railroad must certify that they own the rights of way needed for the project work.
- Environmental Compliance Certification completed.

Improvements to HRIs solely to accommodate either existing or future commuter and/or 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. When such projects are planned, Section 130 funds cannot be used to fund any portion of that improvement which is assumed to be solely to maintain the safety level at a HRI while accommodating an expanded roadway system. Additionally, locations that are funded will not be eligible for a subsequent project for a minimum of ten years.

Funding Level Estimated annual program level is approximately \$15 million. Federal share payable = 100% of project work to eliminate the identified hazards at an eligible HRI.

Project Selection Process Annually, a Hazard Index is calculated by the State which identifies HRIs that are to be the focus of Section 130 funding efforts. The project funds are contracted by the Caltrans Division of Rail, Railroad Crossing Safety Branch, directly with the agency owning the roadway and the railroad company. Federal funds reimburse railroads and public agencies actual and direct costs required to complete the funded HRI improvements.

Significant Dates

- By the end of December of each year, the State submits any necessary amendments to the FTIP needed to prepare the highest hazard index crossings for delivery in the new Federal Fiscal Year.
- The State reviews eligible projects and, in consultation with affected local agencies and railroads, prepares a plan by October 1, of each Federal Fiscal Year.
- During January federal preliminary engineering funds are obligated for each crossing, a preliminary engineering contract is executed, then a “Diagnostic” conducted in accordance with the FHWA’s *Railroad-Highway Grade Crossing Handbook, Revised Second Edition* (August 2007).
- The “Diagnostic Team” completes and agrees on a scope of work, which is signed by all parties and distributed to each signator for the use of their respective agencies or company.
- Environmental and right of way assessments are completed.
- Roadway agencies and railroad companies develop final scopes of work and provide cost estimates and proposed schedules to the State by May 1 of each year. These activities are reimbursable under contract terms for the Preliminary Engineering Phase of the project.
- The State finalizes the annual program of projects and converts the federal funds from preliminary engineering to construction phase funding.
- The State amends contracts with railroads and local agencies, to reflect the final scope of construction work no later than August 30.
- The State administers the contracts and pays the invoices, ensuring that FHWA funding and program rules are met throughout the contract period.

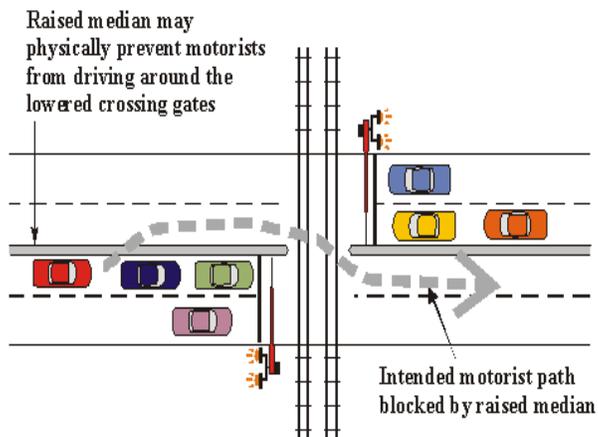
Relevant Statutes Section 203 of Highway Safety Act of 1973
Title 23, U.S.C., Section 130; Section 104 (a) (1) and (2); and CFR Part 655E
Public Law 93-87, Section 203
Streets and Highways Code, Section 2331

Key Decision Makers RTPAs and/or MPOs, public roadway agencies, railroads, Caltrans and PUC

Contacts for Information and Assistance Caltrans Division of Rail, Railroad Crossing Safety Branch
(916) 654-7076

Related Publications *Railroad-Highway Grade Crossing Handbook* Revised Second Edition, August 2007

Websites <http://safety.fhwa.dot.gov/xings/index.htm>



Railway-Highway Crossings Program



Regional Surface Transportation Program

REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

Description The Surface Transportation Program (STP) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act and continues with the passage of the Safe Accountable Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A portion of the STP apportionment is set aside for Transportation Enhancement (TE) projects. After the TE set aside, 62.5 percent of the remainder is distributed as Regional Surface Transportation Program (RSTP) funding, based on population, 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: 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; advanced truck stop electrification systems; projects relating to intersections that have disproportionately high accident rates, have high congestions, and are located on a Federal highway; environmental restoration and pollution abatement on 4R projects (the expenditures for this activity may not exceed 20 percent of the total costs of the project); surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Funding Level Estimated annual program level is \$330 million which is eligible for State Match and Exchange Program funding.

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

When STP funds are used for Interstate projects (including projects to add high occupancy vehicle or auxilliary lanes, but not any other lanes), the Federal share may be 90 percent, including sliding scale, and for California this percentage is 91.57%.

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 Caltrans of projected amount of Obligation Authority (OA) each entity plans to use the remainder of the Federal Fiscal Year. Excess amounts are redistributed to other projects.
- August 1 of each even-numbered year - the FSTIP is updated.
- Relevant Statutes** Title 23, U.S.C.
Title 49, U.S.C.
California Streets and Highways Code, 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 (Exhibit 1) for projects not on the State Highway System.
MPO/RTPA list (Exhibit 3)
- Caltrans Division of Transportation Programming for projects on the State Highway System and in the STIP: Chief, Office of Federal Transportation Management Programs at (916) 654-2983.
- Related Publications** “Surface Transportation Program” (STP) Section 113 of SAFETEA-LU – Implementing Guidance, Refer to HIPA-10, November 30, 2005
“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
Local Assistance Program Guidelines, Chapter 4 “Surface Transportation Program”
- Websites** www.dot.ca.gov/hq/LocalPrograms/
<http://www.fhwa.dot.gov/programadmin/113005.cfm>
http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

- Description** The Safe Routes To School Program (SRTS) is intended to increase the number of children in grades K-8 who walk or bicycle to school by removing the barriers that currently prevent them from doing so. Barriers include lack of infrastructure or inadequate infrastructure that poses a safety hazard, or lack of outreach programs that promote walking/bicycling through education and encouragement for children, parents, and the community.
- Project Eligibility** Eligible projects fall under the category of infrastructure (capital improvements), or non-infrastructure (education, encouragement, enforcement). Infrastructure projects must be located within a two mile radius of a grade school or middle school. Eligible applicants include state, local and regional agencies. Non-profit organizations, federally-recognized Native American Tribes, school districts, hospitals and public health departments can partner with state, local and regional agencies as their responsible applicants.
- Funding Level** This is a 100% federal reimbursement program. Federal funds are apportioned to the states based on the ratio of the total number of children enrolled in grade school and middle school in the state vs. the total number nationwide. California will receive \$68 million over the five year life of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). There is no local match required.
- Project Selection Process** Districts will be apportioned funds based on student enrollment. Two separate committees evaluate infrastructure and non-infrastructure projects using a standardized form. Projects are selected up to each District's funding level and the recommended project list will be forwarded to Caltrans Headquarters (along with applications rated "excellent") for validation by a Headquarters Committee. The Caltrans Director approves the recommended funding list. Districts notify all applicants of the results. The list is posted on the Division of Local Assistance website.
- Significant Dates** April 25, 2008 - Federal Safe Routes to School (SRTS) Program Cycle 2 Call for Projects with \$46 million. Applications due on July 18, 2008.
- Relevant Statutes** SAFETEA-LU , Section 1404
U.S.C. Title 23 of Sections 154-164, and 402-411
49 Code of Federal Regulations (C.F.R.), Parts 18 and 19
45 C.F.R., Parts 74 and 48
48 C.F.R, Part 31

Key Decision Makers District Project Review Committee
 Headquarters Project Review Committee
 Caltrans Director
 Federal Highway Administration
 Safe Routes to School Advisory Committee

Contacts for Information and Assistance For project-related matters: Caltrans District Local Assistance Engineers (Exhibit 1)
 website at: www.dot.ca.gov/hq/LocalPrograms.htm

For program-related matters: Caltrans Headquarters Safe Routes to School Coordinator at:
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Related Publications *Local Assistance Procedures Manual*
Local Assistance Program Guidelines Chapter 24 “Safe Routes to School”

Websites <http://www.dot.ca.gov/hq/LocalPrograms/saferoute.htm>
<http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>
<http://safety.fhwa.dot.gov/saferoutes/legislation.htm>



Safe Routes to School Program

TRANSPORTATION ENHANCEMENTS (TE)

Description Transportation Enhancements (TE) activities are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

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 normal transportation projects and required mitigation, 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 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

The federal criteria have been used exclusively since the California Transportation Commission (CTC) abolished the State Transportation Enhancement Activities (TEA) Program in 2002. For the State's share, districts are encouraged to add enhancements to regular transportation projects rather than create stand-alone transportation enhancement projects.

Funding Level California will receive approximately \$75 million per year for five years, starting in 2006. This is divided into the following shares:

1. Regional Transportation Planning Agencies receive 75 percent of the TE dollars in California. These are programmed into the Regional Transportation Improvement Program (RTIP) and become part of the Statewide Transportation Improvement Program (STIP).
2. The other 25 percent goes to the State. The 12 Caltrans districts and other state and federal agencies can apply for TE projects. These are programmed into the Interregional Transportation Improvement Program (ITIP) part of the STIP. Projects must meet the criteria for statewide significance to be considered for the ITIP.

Reimbursement Rate The maximum Federal Reimbursement rate is 88.53%. The State STIP will provide the matching funds unless a local agency requires a local match. If there are eligible local funds on a project, they must be used for the match before state funds.

Project Selection Process The CTC determines funding levels for each Regional Transportation Planning Agency (RTPA). TE funds are sub-allocated to 43 RTPAs who are responsible for local project selection. The selected projects are programmed in the Regional Transportation Improvement Program (RTIP) part of the Statewide Transportation Improvement Program (STIP).

The 12 Caltrans districts and other state and federal agencies submit applications for TE projects of statewide significance. The selected projects are programmed in the ITIP, which becomes part of the STIP. The 12 TE categories are combined into 5 groups. Each group is scored based 50% on statewide significance and 50% on project merit by a 5 member selection committee. Scores are tallied for all eligible projects and a prioritized list is assembled and submitted to the CTC for programming into the STIP.

Significant Dates Schedules for project nomination vary. Contact your RTPA (Exhibit 3), or your area’s Caltrans District Local Assistance Engineer (Exhibit 1) for specific schedule.

Relevant Statutes Title 23, U.S.C., Section 101 (a), “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)”

Key Decision Makers RTPAs, MPOs, Caltrans, CTC, FHWA

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1)

Related Publications *Local Assistance Program Guidelines*, Chapter 8 “Transportation Enhancement Activities”

Websites <http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>



Transportation Enhancements Program



Elderly & Disabled Specialized Transit Program

ELDERLY & DISABLED SPECIALIZED TRANSIT PROGRAM (FTA 5310)

Description	The Federal Transit Administration (FTA) Section 5310 Elderly & Disabled Specialized Transit capital grants funding program was established by the FTA for meeting the transportation needs of elderly persons and persons with disabilities.
Project Eligibility	Eligible public transportation capital projects that are planned, designed and carried out to meet the special needs of elderly individuals and individuals with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.
Funding Level	Approximately \$13.5 million is available in the Federal Fiscal Year 2008. Agencies receive up to 88.53% in Federal funds and must provide at least 11.47% in local match.
Project Selection Process	Projects are awarded through a competitive application process. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements. Regional transportation planning agencies score projects from their region using the California Transportation Commission (CTC) adopted criteria and send a scored list of their projects to Caltrans. Caltrans forwards the regional lists to the Statewide Review Committee (SRC), which supplies a draft statewide-prioritized list based on project scores calculated by the regions. The SRC holds a staff level hearing for all stakeholders to discuss the statewide-prioritized list and hear any appeals on technical issue and submits a final statewide-prioritized list to the CTC. The CTC holds a public hearing to discuss and adopt the prioritized list.
Significant Dates	Varies annually
Relevant Statutes	FTA SAFETEA-LU, Title 49 U.S.C. Chapter 53; Circular FTA C 9010.1F; California State Law AB 772
Key Decision Makers	FTA, CTC, Caltrans, RTPAs/MPOs
Contacts for Information and Assistance	Elderly & Disabled Specialized Transit Program Hotline 1-888-GRANT16 (472-6816)
Related Publications	5310 State Management Plan
Websites	http://www.dot.ca.gov/hq/MassTrans/5310.html



Non Urbanized Area Formula Program

NON URBANIZED AREA FORMULA PROGRAM (FTA 5311)

Description	The Federal Transit Administration (FTA) Section 5311 Non Urbanized Area Formula Program provides funds for public transportation projects (operations and capital) in areas of 50,000 or less population.
Project Eligibility	Public Transportation Providers
Funding Level	Based on annual apportionment. \$18.3 million for Federal Fiscal Year 2008.
Project Selection Process	Formula Allocation to MPOs and annual application
Significant Dates	Funding "Grant" Cycle October - September: <ul style="list-style-type: none">• Program of Projects (POP) submitted to District January 31st, CMAQ applications also due• FTA annual Certifications and Assurances (C&As) due March 31st• State Grant submitted to FTA between June/July• Average approval by FTA August/September• Prepare Standard Agreements September/October.
Relevant Statutes	SAFETEA-LU: 49 U.S.C 5300
Key Decision Makers	MPOs, RTPAs
Contacts for Information and Assistance	Caltrans, Division of Mass Transportation, Rural Transit Procurement Branch (916) 657-4587
Related Publications	FTA Circular 9040.1F, California Administrative Code (Government Code), Title 21, Chapter 2, Subchapter 15, Non Urbanized Public Transportation, FTA Circular 4220.1D, Third Party Contracting Requirements, 49 CFR Part 24, Uniform Relocations Assistance and Real Property, FTA Circular 5010.1C Grant Management Guidelines, Chapter 2.
Websites	http://www.dot.ca.gov/hq/MassTrans/5311.html



Intercity Bus Program

INTERCITY BUS PROGRAM (FTA 5311(F))

Description	The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program is a subsection of the 5311 Program, where law requires 15% of the annual apportionment to be held. Provides funds for intercity bus transportation projects (operations and capital) in areas of 50,000 or less population.
Project Eligibility	Public Transportation Providers, Private for profit, Non profit, Tribal Governments
Funding Level	15% of the 5311 annual apportionment to the State (\$3.2 million for Federal Fiscal Year 2008)
Project Selection Process	Discretionary: annual application
Significant Dates	Funding "Grant" Cycle February through November: <ul style="list-style-type: none">• Call for projects, February• Workshops, March/June• Technical assistance July/August• Applications to Headquarters Rural Transit Procurement Branch, August• Scoring between September/October• Prepare Standard Agreements November
Relevant Statutes	SAFETEA-LU: 49 U.S.C 5300
Key Decision Makers	MPOs, RTPAs, Review Committee
Contacts for Information and Assistance	Caltrans, Division of Mass Transportation, Rural Transit Procurement Branch (916) 657-4587
Related Publications	FTA Circular 9040.1F, Annual Program Guidelines
Websites	http://www.dot.ca.gov/hq/MassTrans/5311.html



Job Access and Reverse Commute Program

JOB ACCESS AND REVERSE COMMUTE PROGRAM (FTA 5316)

- Description** The Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute Program (JARC) goals are to improve access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.
- Project Eligibility** Must provide access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals, and transport residents of urbanized areas to suburban employment opportunities, regardless of income.
- Funding Level** Annual apportionment-\$4.8 million for Federal Fiscal Year 2008
- Project Selection Process** The Division of Mass Transportation (DMT), in conjunction with local agencies, develops a standard application and competitive selection process for the fair and equitable distribution of JARC program funding. The State agency ensures that local application and project activities are eligible and in compliance with federal requirements. As Designated Recipient, DMT forms an Advisory Committee to assist in the development of establishing selection criteria, program evaluation and project selection. The Advisory Committee members include representatives from Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), Transit Agencies, State/local social service agencies, non-profit advocacy groups and Caltrans staff.
- Significant Dates** Varies annually, refer to website
- Relevant Statutes** FTA SAFETEA-LU, Title 49 U.S.C. Chapter 53; Federal Transit Administration circulars, FTA C 9050.1
- Key Decision Makers** FTA, CTC, Caltrans, RTPAs/MPOs
- Contacts for Information and Assistance** Caltrans, Division of Mass Transportation, Job Access Reverse Commute and New Freedom Program Branch (916) 654-8222
- Related Publications** California Department of Transportation, FTA Section 5316 and Section 5317, State Management Plan, 2008
- Websites** <http://www.dot.ca.gov/hq/MassTrans/5316.html>



New Freedom Program

NEW FREEDOM PROGRAM (FTA 5317)

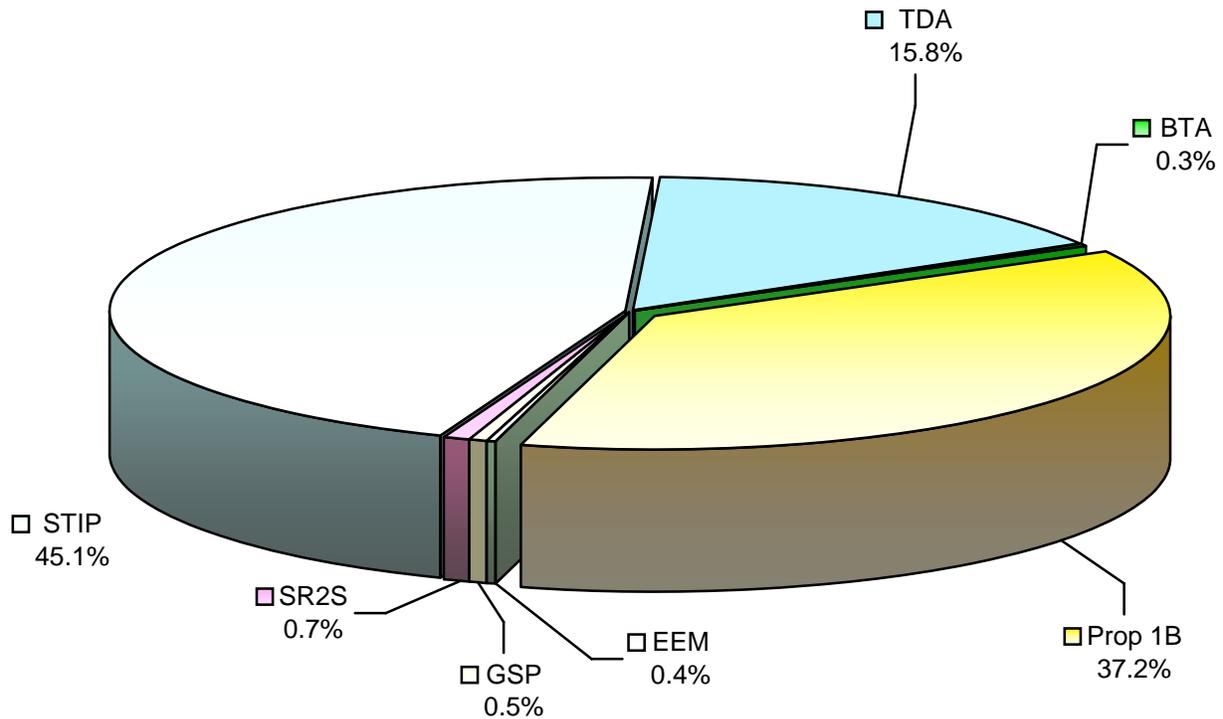
Description	The Federal Transit Administration (FTA) Section 5317 New Freedom Program (NF) goals are to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society while expanding the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).
Project Eligibility	Provide services that enhance and improves mobility options for individuals with disabilities as described under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).
Funding Level	Based on annual apportionment-\$2.5 million for Federal Fiscal Year 2008.
Project Selection Process	The Division of Mass Transportation, in conjunction with local agencies, develops a standard application and competitive selection process for the fair and equitable distribution of NF program funding. The State agency ensures that local application and project activities are eligible and in compliance with federal requirements. As Designated Recipient, DMT forms an Advisory Committee to assist in the development of establishing selection criteria, program evaluation and project selection. The Advisory Committee members include representatives from Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), Transit Agencies, State/local social service agencies, non-profit advocacy groups and Caltrans staff.
Significant Dates	Varies annually, refer to website
Relevant Statutes	FTA SAFETEA-LU, Title 49 U.S.C. Chapter 53; Federal Transit Administration circulars, FTA C 9045.1
Key Decision Makers	FTA, CTC, Caltrans, RTPAs/MPOs
Contacts for Information and Assistance	Caltrans, Division of Mass Transportation, Job Access Reverse Commute and New Freedom Program Branch (916) 654-8222
Related Publications	California Department of Transportation, FTA Section 5316 and Section 5317, State Management Plan, 2008
Websites	http://www.dot.ca.gov/hq/MassTrans/5316.html



State Programs

STATE PROGRAMS

Estimated Annual Funding Levels (Millions of Dollars)



STATE PROGRAMS	Approximate Average Annual Funding Level (Millions)¹
Bicycle Transportation Account (BTA)	\$ 7
Proposition 1B Bond Programs ² (Prop 1B)	\$ 1,035
Environmental Enhancement and Mitigation (EEM)	\$ 10
Grade Separation Program (GSP)	\$ 15
Safe Routes To School (SR2S)	\$ 20
State Transportation Improvement Program (STIP)	\$ 1,255
Transportation Development Act (TDA)	\$ 439

- Notes:**
- The amounts listed are the State contribution to these programs. Some State programs will require a local match contribution to the project cost.
 - Proposition 1B funding amount reflects only the five programs mentioned in this Guidebook, assumed over five years.



Bicycle Transportation Account Program

BICYCLE TRANSPORTATION ACCOUNT (BTA) PROGRAM

Description	The Bicycle Transportation Account Program (BTA) provides State funds for city and county projects that improve safety and convenience for bicycle commuters. The Bicycle Facilities Unit (BFU) in the Division of Local Assistance and the District Local Assistance Engineers (DLAE) administer the BTA Program.
Program Eligibility	Cities and counties are eligible to apply for BTA funds. To be eligible for BTA funds, a city or county must prepare and adopt a 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.
Project Categories	<p>BTA projects may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuting • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways
Funding Level	BTA annual funding, per Streets and Highways Code Section 2106. In the 2007/08 Fiscal Year and beyond, \$7.2 million of BTA funds will be available annually. Funds are allocated to cities and counties on a matching basis that require the applicant to furnish a minimum of 10 percent of the total project cost. No applicant shall receive more than 25 percent of the total amount transferred to the BTA in a single fiscal year.
Project Selection Process	The BFU convenes a committee to evaluate applications for bicycle commuter value and compliance with the California Bicycle Transportation Act. The committee forwards evaluations and a list of projects recommended for funding to Caltrans management for review and approval. Caltrans management reviews the evaluations and recommended list and develops an approved list of projects.
Significant Dates	<p>September: BFU develops annual BTA application solicitation package and forwards package to the DLAE.</p> <p>September/ DLAE sends BTA application solicitation package</p> <p>October: to cities and counties.</p> <p>December: City/county sends BTA application to Caltrans DLAE.</p>

- January: DLAE forwards BTA applications to the BFU.
- April/June: BTA Evaluation Committee convenes and submits a recommended list of projects to Caltrans management; management develops an approved list of projects to be funded.
- July: Accounting encumbers funds; BFU and city/county execute Local Agency-State Agreement.

Cities and counties must award a construction contract within the first fiscal year in which the funds were allocated.

Progress Pay - Cities and counties must submit an invoice within the first fiscal year in which the funds were allocated

Project completion - Local agency submits final invoice to DLAE by April 1 of the year the funds are scheduled to lapse.

- District inspects project for completion and conformance with the Local Agency–State Agreement and, if applicable, Chapter 1000 of the Highway Design Manual and California Manual on Uniform Traffic Control Devices.
- District accepts project, validates invoice and forwards 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 890-894.2
 California Code of Regulations, Title 21, Subchapter 10 (Section 1470.1 – 1470.3)

Key Decision Makers Caltrans, Cities, Counties, and Regional Transportation Planning Agencies

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1)
 Caltrans Bicycle Facilities Unit

Related Publications Federal Highway Administration Publication FHWA-PD-98-049 HEP-10/8-98(20M)E, describes Federal funds available for bicycle projects. *Local Assistance Program Guidelines*, Chapter 21 “Bicycle Transportation Account”

Websites <http://www.dot.ca.gov/hq/LocalPrograms/>

ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEM)

Description The purpose of the Environmental Enhancement and Mitigation Program (EEM) 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. 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 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 the 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 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/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, CTC, and Caltrans

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1)
CTC, EEM Program Coordinator, (916) 653-2070
The Resources Agency of California, EEM Program Coordinator,
(916) 653-5656

Related Publications 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

GRADE SEPARATION PROGRAM

Description The purpose of the Grade Separation Program is to fund a portion of high priority grade separation projects. Projects which improve safety and expedite the movement of roadway traffic by eliminating at grade highway-rail intersections compete for the funding annually.

Project Eligibility Public agencies which own roadways that cross railroad tracks are eligible to receive funds under this program. Railroad companies are also eligible applicants under certain conditions. Three types of projects are considered:

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

On grade separations, the project cost reimbursement can include all approaches, ramps, connections, drainage, and other construction required to make the grade separation operable and to effect the separation of grades (theoretical structure). Railroad match can be restricted to costs associated with these elements of the project.

Funding Level Current statutes require that \$15 million be included in each annual State budget for grade separation projects under this program. In general, allocations from this fund are limited to \$5 million each fiscal year per project or 80 percent of the project cost not to exceed \$20 million, whichever is less. There is also a minimum match requirement of 10 percent non-State and 10 percent railroad, however when Federal funds (Title 23) are part of the project budget, then the railroad match can be 5 percent.

Project Selection Process Prior to July 1 of each year, the Public Utilities Commission (PUC) establishes a priority list of projects, which it has determined to be the most urgently in need of separation or alteration. The criteria for such prioritization is established by formula, considering various conditions including traffic volumes and crash history. Allocations for projects are made by Caltrans through delegated authority of the California Transportation Commission (CTC). A project must meet extensive readiness criteria in order to receive an allocation including a valid agreement with the railroad for the grade separation.

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 California Transportation Commission, California Public Utilities Commission, Caltrans

Contacts for Information and Assistance Caltrans, Division of Rail, Railroad Crossing Safety Branch: (916) 654-7076

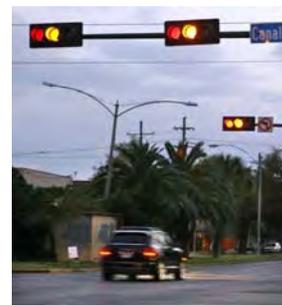
PUC, Rail Crossings Projects Section: (213) 576-7078

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”

Websites <http://www.bsa.ca.gov/pdfs/sr2008/2007-106.pdf>



*Proposition 1B
Bond Programs*

PROPOSITION 1B BOND PROGRAMS

Description As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes. Funding opportunities for local agencies still exist on programs described in this section. A three-part accountability structure for these programs, required by Executive Order S-02-07, is a part of delivering projects in Proposition 1B Bond Programs.

Highway-Railroad Crossing Safety Account Funds shall be available to the California Department of Transportation (Caltrans) for the completion of high-priority grade separation and railroad crossing safety improvements. Funds will be allocated by the California Transportation Commission (CTC), upon appropriation by the Legislature, pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of non-State funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds. Notwithstanding the funding allocations described herewith, in consultation with Caltrans and the Public Utilities Commission (PUC), the CTC shall allocate \$100 million of the funds in this account to high priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. This allocation of funds shall be made in consultation with the High-Speed Rail Authority.

Funding level: \$250 Million

Authority: Guidelines were adopted March 12, 2008; Project List to be determined – targeted for July 2008; Program to be adopted by August 28, 2008. The CTC is the Administrative Agency; Recipient Agencies are Caltrans and local agencies.

Websites:

<http://svdtsucp.dot.ca.gov:8084/bondacc/documents/HRCSPAProgramGuidelines.pdf>

Local Bridge Seismic Retrofit Account (LBSRA) Funds shall be available to provide the 11.5 percent required match for federal Highway Bridge Program funds available to the state for seismic work on local bridges, ramps, and overpasses as identified by the California Department of Transportation. Funds will be allocated by the

California Transportation Commission (CTC), upon appropriation by the Legislature. See Local Bridge Seismic Retrofit Program (LBSRP) and The Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) on page 21 of this Guidebook.

Funding level: \$125 Million

Authority: Guidelines approved April 18, 2008; List of Projects approved March 9, 2007

Websites:

http://www.dot.ca.gov/hq/transprog/ibond/local_bridge_guide.pdf
http://www.dot.ca.gov/hq/transprog/ibond/local_seismic_bridges.pdf

**Public
Transportation
Modernization,
Improvement, and
Service
Enhancement
Account
(PTMISEA)**

The PTMISEA is comprised of \$3.6 billion dollars available to transit operators over a ten-year period. Funds are to be used for Public Transportation Modernization, Improvement and Service Enhancements that can include upgrading transit fleets or expanding service to increase ridership and therefore reduce emissions and energy use by reducing the number of single occupancy trips. The funds are distributed by formula, based on population and fare-box revenue, to transit operators for capital projects.

Funds shall be available for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation or replacement. Funds in this account will be available, as appropriated by the Legislature, to the State Controllers Office (SCO) to allocate according to Public Utilities Code formula distributions: 50% allocated using formula in Section 99314 and 50% using formula in Section 99313.

Funding level: 3.6 Billion over ten years

Authority: Senate Bill 88 was enacted August 24th, 2007, directing the Caltrans to be responsible for implementation and ongoing administration of the program. Guidelines adopted December 5, 2007 by the PTMISEA Program, with minor editing on February 28, 2008.

Websites:

http://dot.ca.gov/hq/transprog/ibond/ptmisea_guide_and_application_3_6_08.pdf

State Local Partnership Program (SLPP) Funds shall be available to eligible transportation projects nominated by an applicant transportation agency. Government Code Section 8879.23 (g) provides that SLPP funds shall be available subject to conditions and criteria that the Legislature will establish. This legislative guidance is pending. Future guidelines will be adopted by the California Transportation Commission (CTC), which will allocate funds over a five-year period starting at a date to be set in final legislation. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

Funding level: \$1 Billion

Authority: Guidelines pending further legislative guidance; Project List pending adoption of program guidelines; California Transportation Commission is the Administrative Agency; Recipient Agency to be identified in conjunction with program adoption.

Websites: <http://svdtsucp.dot.ca.gov:8084/bondacc/>

Trade Corridor Improvement Fund (TCIF) Funds shall be available for infrastructure improvements along federally designated “Trade Corridors of National Significance” in this state or along other corridors within this state that have a high volume of freight movement. Funds will be allocated by the California Transportation Commission (CTC), upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for improvements along trade corridors of national significance. The CTC is to consult the Trade Infrastructure and Goods Movement Plans adopted by regional transportation planning agencies, regional transportation plans, and Cal-MITSAC Statewide Port Master Plan.

Funding level: \$2 Billion

Authority: Guidelines adopted November 27, 2007 by the CTC. Program of Projects adopted April 10, 2008.

Websites:

http://www.dot.ca.gov/hq/transprog/ibond/tcif_guidelines_112707.pdf

http://www.dot.ca.gov/hq/transprog/ibond/Adopted_TCIF_Program_041008.pdf

http://www.dot.ca.gov/hq/transprog/ibond/FINAL_TCIF_Program_Adopting_Resolution_041008.pdf

http://www.dot.ca.gov/hq/transprog/ibond/Adopted_TCIF_Program_Updated_Review_Findings_040808.pdf

<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Relevant Statutes Senate Bill 1266 of the 2005/2006 Regular Session (Chapter 25, Statutes of 2006)

Key Decision Makers Varies by Program

Contacts for Information and Assistance Caltrans District Local Assistance Engineers (Exhibit 1).

Related Publications Proposition 1B Transportation Bond Program text language, SB 1266, Voter approved Bond Act, Governor's Executive Order S-02-07

Websites http://www.dot.ca.gov/hq/transprog/ibond/Prop_1B_Text.pdf
<http://svdtsucp.dot.ca.gov:8084/bondacc/>
http://svdtsucp.dot.ca.gov:8084/bondacc/documents/sb_1266_bill_20060516_chaptered.pdf
<http://gov.ca.gov/executive-order/5248>



Safe Routes to School Program

SAFE ROUTES TO SCHOOL PROGRAM (SR2S)

- Description** Assembly Bill (AB) 1475 (Soto – 1999) called for Caltrans to establish and administer a program to fund bicycle and pedestrian infrastructure improvements for children in grades K-12 using federal transportation funds. Senate Bill (SB) 10 was later enacted to extend the sunset date of the program from January 1, 2002 to January 1, 2005. Subsequently SB 1087 was signed by Governor Schwarzenegger to extend the program for three more years. In 2007, AB 57 was enacted which eliminated dedicated funding and required that funds compete against other safety programs in the annual State Budget process.
- 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. Up to 10 percent of the project’s cost can fund a non-infrastructure component that supports the infrastructure project. Only cities and counties are eligible to compete for funds.
- Funding Level** This is a reimbursement program. The annual program funding level is approximately \$20 million. There is a 10 percent local match required. The federal reimbursement rate is 90 percent. Projects in Cycles 1 through 5 were funded with HES funds; projects in Cycle 6 were funded with Highway Safety Improvement Program (HSIP) funds. Caltrans exchanged Federal funds for State funds for the smaller projects. Total amount of Federal funds expended to date is \$145 million. Two years worth of funding or \$52 million is available for projects in Cycle 7.
- Project Selection Process** Each District is apportioned funds based on a combination of population and historic averages. District committees score and rate all the applications. Those rated “excellent” and “good” are then submitted to Caltrans Headquarters where a Project Selection Committee convenes to select projects up to each District’s apportionment level. A recommended project list is developed and submitted to the Caltrans Director for approval. Districts notify applicants within their jurisdiction via a letter and the list is posted on the Division of Local Assistance website.
- Significant Dates** March 18, 2008 - State-Legislated Safe Routes to School Program (SR2S) Cycle 7 Approved Projects Posted
- 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
SB 10

SB 1087
AB 57
49 Code of Federal Regulations (C.F.R.), Parts 18 and 19
45 C.F.R., Parts 74 and 48
48 C.F.R., Part 31

Key Decision Makers District Review Committee
Headquarters Review Committee
California Highway Patrol
Caltrans Director
Federal Highway Administration
Safe Routes to School Advisory Committee

Contacts for Information and Assistance For project-related matters:
Caltrans District Local Assistance Engineers
www.dot.ca.gov/hq/LocalPrograms.htm.

For program-related matters:
Safe Routes to School Coordinator at Headquarters
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm.

Related Publications *Local Assistance Program Guidelines* Chapter 24 “Safe Routes to School”
Local Assistance Procedures Manual

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

- Description** The State Transportation Improvement Program (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 TE 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 percent to Interregional Transportation Improvement Program (ITIP) projects nominated by Caltrans, and 75 percent to Regional Transportation Improvement Program (RTIP) projects decided by regional agencies.
- Project Selection Process** Projects are presented as part of a complete ITIP or RTIP to the CTC for approval and inclusion in the STIP. The CTC, 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 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** CTC 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 (Exhibit 1)
Caltrans Programming Program Manager (916) 654-4013

Related Publications

2008 STIP Guidelines
Local Assistance Program Guidelines Chapter 23 “Local STIP Projects”

Websites

<http://www.dot.ca.gov/hq/transprog/ocip/2008stipdev.htm>

<http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm>



Transportation Development Act

TRANSPORTATION DEVELOPMENT ACT (TDA)

Description As approved by the Legislature in 1971, the Mills-Alquist-Deddeh Act or SB 325 created the Transportation Development Act (TDA). This law provides funding to be allocated to transit and non-transit purposes that comply with Regional Transportation Plans.

TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) Fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 Federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.

Project Eligibility TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects.

Funding Level *Local Transportation Fund (LTF)* is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF.

State Transit Assistance Fund (STA) is derived from the statewide sales tax on gasoline and diesel fuel. The STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year.

LTF Funding level: \$1,450 million

STA Funding level: \$746 million

Project Selection Process *Mandated Public Participation* - Public participation is a key component of TDA. Public meetings are held in eligible counties to discuss transportation needs, and hear concerns. Regional planning agencies in eligible counties are required to establish Social Service Transportation Advisory Councils (SSTACs), comprised of the transit dependent including disabled, elderly and low-income representatives. SSTAC members work with local agencies in developing transit unmet needs criteria, which is used in making project approval decisions.

Unmet Transit Needs Hearing, Finding - The transportation planning agency shall hold annually at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within the

jurisdiction and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. The definition adopted by the transportation-planning agency for the terms "unmet transit needs" and "reasonable to meet" shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. Comparing unmet transit needs with the needs for streets and roads is not allowable in determining transit needs that are reasonable to meet.

Significant Dates Varies annually by SSTAC or the transportation planning agency

Relevant Statutes Senate Bill 325 of 1971; Public Utilities Code, California Government Code, and California Code of Regulations.

TDA, Statutes and California Codes of Regulations, January 2005

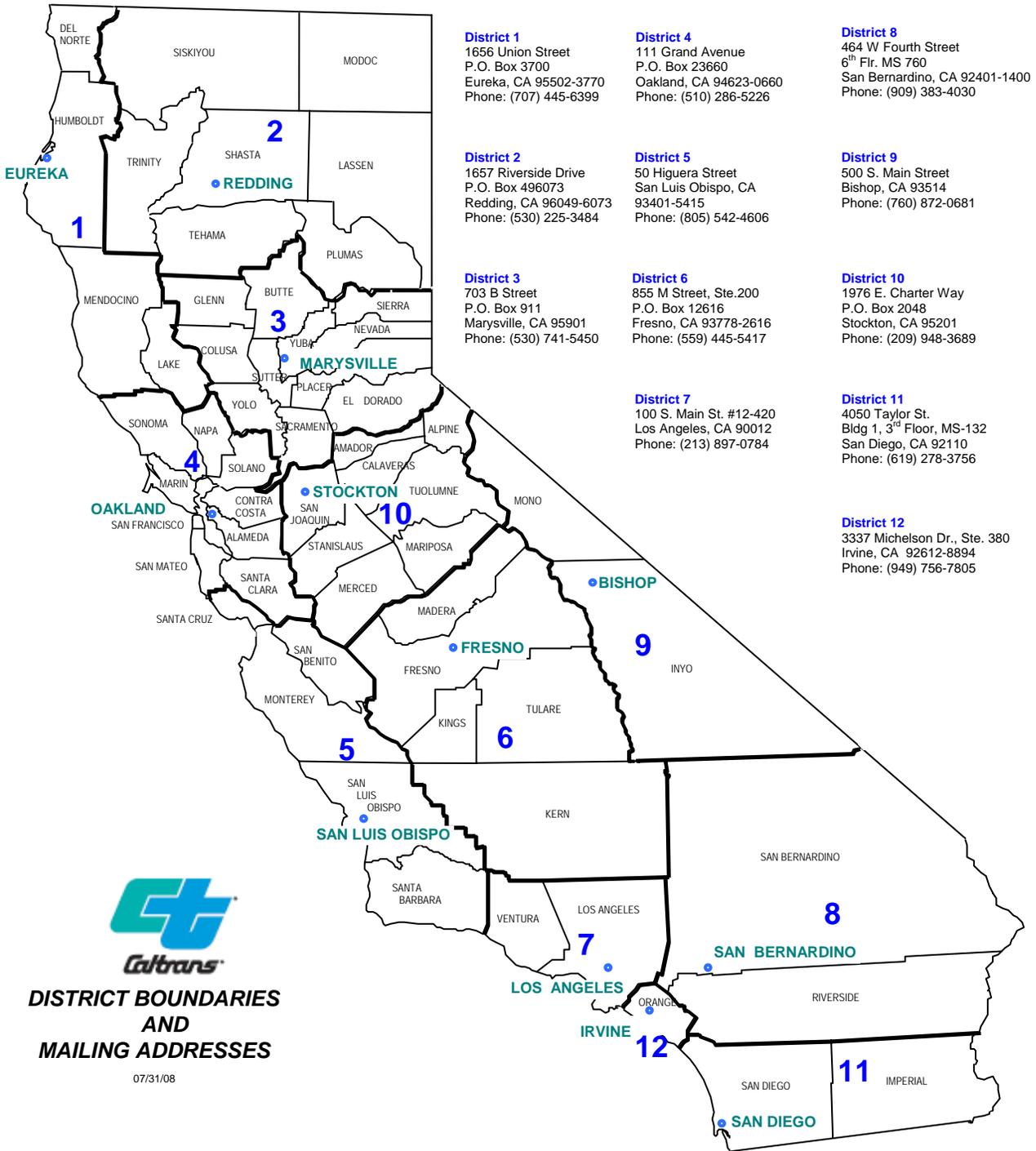
Key Decision Makers MPOs, RTPAs and Transit Operators

Contacts for Information and Assistance Caltrans Division of Mass Transportation, District Transit representatives (Exhibit 2), MPOs/RTPAs (Exhibit 3)

Related Publications MPO and RTPA Regional Plans, Short Range and Long Range Transit Plans

Websites <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf>

DISTRICT LOCAL ASSISTANCE ENGINEERS



**DISTRICT BOUNDARIES
AND
MAILING ADDRESSES**

07/31/08

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District Transit Representatives

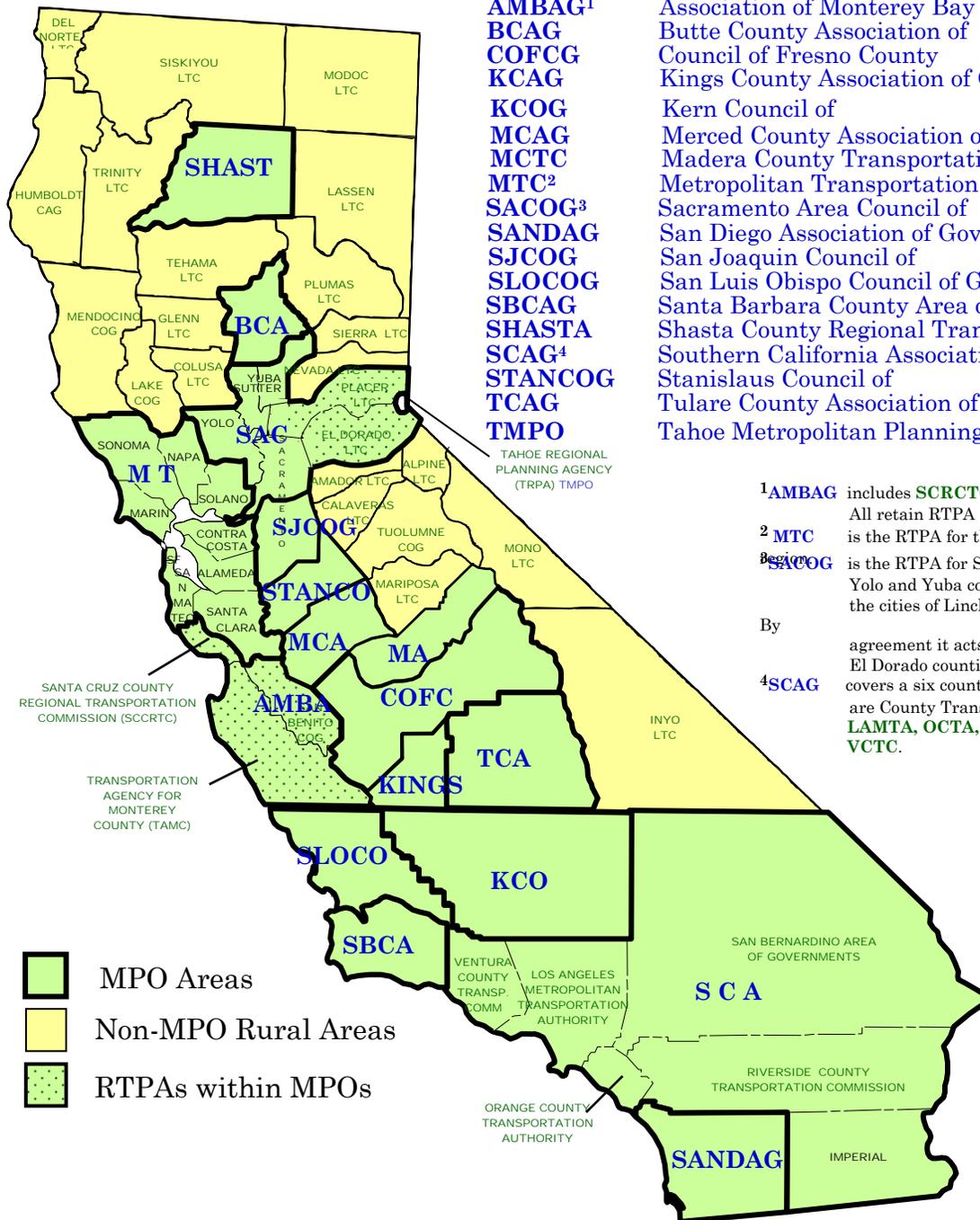


DISTRICT TRANSIT REPS

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CALIFORNIA

METROPOLITAN PLANNING ORGANIZATIONS (MPOs) and Regional Transportation Planning Agencies (RTPAs)



- AMBAG¹** Association of Monterey Bay Area
- BCAG** Butte County Association of
- COFCG** Council of Fresno County
- KCAG** Kings County Association of Governments
- KCOG** Kern Council of
- MCAG** Merced County Association of Governments
- MCTC** Madera County Transportation Commission
- MTC²** Metropolitan Transportation
- SACOG³** Sacramento Area Council of
- SANDAG** San Diego Association of Governments
- SJCOG** San Joaquin Council of
- SLOCOG** San Luis Obispo Council of Governments
- SBCAG** Santa Barbara County Area of
- SHASTA** Shasta County Regional Transp Planning
- SCAG⁴** Southern California Association of
- STANCOG** Stanislaus Council of
- TCAG** Tulare County Association of Governments
- TMPO** Tahoe Metropolitan Planning

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.

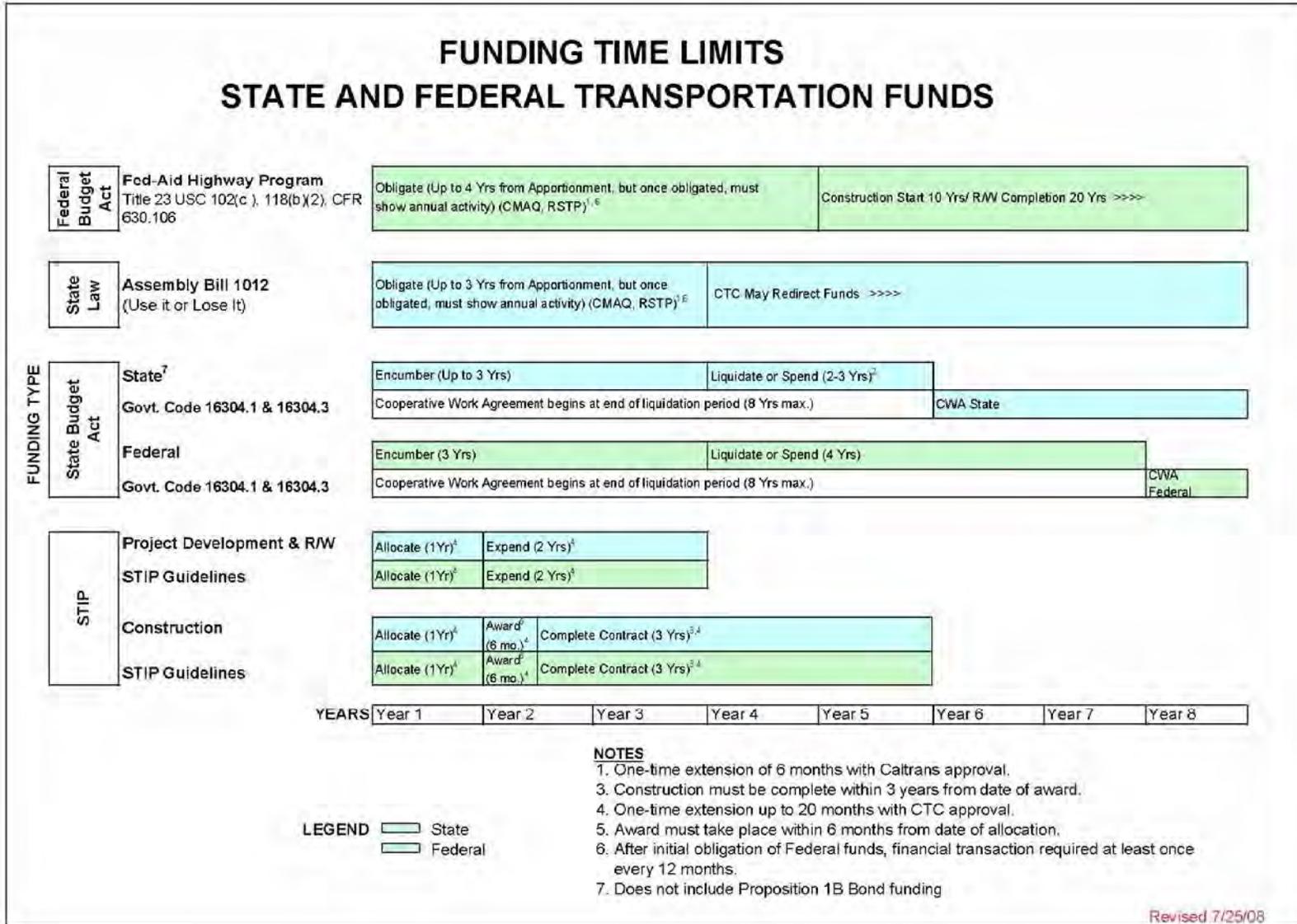
By agreement it acts as the MPA for Placer and El Dorado counties up to the crest of the

⁴**SCAG** covers a six county region. Five of which are County Transportation Commissions: **LAMTA**, **OCTA**, **RCTC**, **SANBAG** and **VCTC**.

MPO Areas
 Non-MPO Rural Areas
 RTPAs within MPOs

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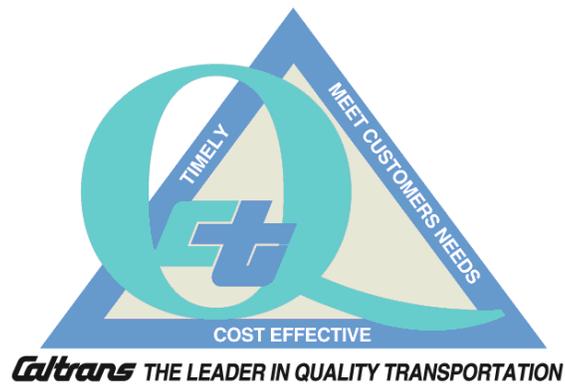
FUNDING TIME LIMITS STATE AND FEDERAL TRANSPORTATION FUNDS



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State and Federal Programs Available for Local Transportation Projects





We believe that QUALITY is a continuous process.
If you notice any errors or omissions, please contact:
Caltrans Local Assistance Program
Office of Procedures Development
(916) 653-7409