

<h1 style="font-size: 4em; transform: rotate(-15deg); opacity: 0.5;">Agenda</h1>		<p>May 25, 2010 10:30 am – 12:30 pm</p> <p>MTC 101 Eighth Street Oakland, CA 64607 Contact: Sri Srinivasan (510) 817-5793</p> <p>Telephone Number: (712) 432-1438 Participant Access Code: 932832#</p>	
		<p>Meeting called by: Muhaned Aljabiry Facilitator: Abhijit Bagde Recorder: Bruce Abanathie</p>	
Agenda Topics			
Item	Description	Time	Presenter
1	Agenda	10:30	Abhijit Bagde
2	Ground Rules	10:35	Abhijit Bagde
3	Approval of 03/30/2010 meeting minutes	10:40	Abhijit Bagde
4	Announcements and updates:	10:45	All
5	<p>Follow-Up Items from last meeting:</p> <ul style="list-style-type: none"> • Information on programming of Toll Credits – Item completed (See No. 6 below) • HSIP Delivery Deadlines – invite Yin-Ping Li to next meeting to discuss - Item completed (See No. 11 below) • Delivery Report from Local Assistance – information on delivery plans, reports and OA balances etc – Item completed (See No. 7 below) • CMAQ Transit Transfers – Item completed (See No. 13 below) • Information on FTA 5310 list for FY 2009 - Item completed 	10:50	Abhijit Bagde
6	Toll Credits (Handout No. 1)	10:55	Muhaned Aljabiry
7	<ul style="list-style-type: none"> • Rescission repeal approved by the Senate Jobs Bill • Delivery Report from Local Assistance • Availability of additional OA and apportionments 	11:05	John Flores
8	CTIPS - Update	11:25	CTIPS Office/Dennis Jacobs
9	<p>2011 FTIP/FSTIP:</p> <ul style="list-style-type: none"> • Draft FTIPs • 2011 FTIP Checklist and Development Guidance (Handout No.2) • Financial Summary Table (Handout No.3) • Amendments to the 2011 FTIPs 	11:35	Abhijit Bagde
10	FSTIP Public Participation process	11:45	Lima Huy
11	HSIP Delivery Deadlines (Handout No. 4)	11:50	Yin-Ping Li
12	Programming projects from the State managed programs:	12:00	Abhijit Bagde

	<ul style="list-style-type: none"> • 2010 SHOPP Grouped project Listings Reports • HM, SRTS, HR3, HBP, HSIP http://www.dot.ca.gov/hq/transprog/fedpgm.htm		
13	CMAQ Transit Transfers	12:05	Michael Lange
14	CMAQ and RSTP: Supplementary tables for FY 2009/10	12:10	Jody Tian
15	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum • Future Agenda Items 	12:15	All
16	<p>Future meeting dates and locations:</p> <p>June 22, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm) August 3, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm) September 14, 2010 - MTC, Oakland (10:30 am – 12:30 pm) October 26, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm) December 7, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)</p>	12:20	All

California Federal Programming Group (CFPG)

Minutes for May 25, 2010:

Topics/Agenda/Introductions

1. Agenda:

Abhijit Bagde (Caltrans HQ Programming), reviewed the agenda and no changes to the agenda were requested

Handouts were emailed to the group prior to the meeting and will be addressed during the agenda item that they relate to.

2. Ground Rules:

- Since there are phone participants, everyone who speaks should state his/her name and agency.
- Keep comments as brief as possible.
- Stick to the current agenda item. Additional items not in the agenda will be added to the end and will be discussed if time permits.
- Turn off cell phones and limit interruptions.
- This is a forum to hear everyone's concerns, comments and suggestions. Please make sure your voice is heard.
- Facilitator to ask before moving on to the next item if anyone on the phone has any additional comments on the item, then pause for a few seconds.
- Respond to follow-up items and meeting notices by the deadlines.
- Except for follow-up items, the minutes will include discussions that take place during the meeting only. If you do not want what you say during the meeting included in the minutes, state "off the record."
- **When not speaking, phone participants to keep their phones on mute if possible.**
- **Do not place conference call on hold. Please hang up and redial if you must take another call.**
- Meeting minutes to be distributed to the group with 10 days after the meeting.

Bolded items were emphasized by Abhijit.

3. Minutes:

The minutes of the March 30, 2010 meeting were provided via email prior to the meeting and there were no comments or changes requested – approved

4. Announcements and Updates:

Jose-Luis Caceras (SACOG) introduced the new employees of SACOG

5. Follow-up Items from last meeting:

- Information on programming of Toll Credits – Item completed (See No. 6 below)
- HSIP Delivery Deadlines – Item completed (See No. 11 below)
- Delivery Report from Local Assistance – information on delivery plans, reports and OA balances etc – Item completed (See No. 7 below)

- CMAQ Transit Transfers – Item completed (See No. 13 below)
- Information on FTA 5310 list for FY 2009 - Item completed. Follow-up information on CTC action was sent to CFPG email list on May 6, 2010

6. Toll Credits (Handout No. 1)

Abhijit explained the content of the handout (draft guidance/policy and FHWA approval) Muhaned Aljabiry (Caltrans HQ Programming) discussed the Toll Credit request (by Caltrans) and the approval (by FHWA) for the use of \$5.7 Billion of federal fund credits as matching funds for federal aid projects (allowing a 100% federal funding and eliminating the need for state/local matching funds). Muhaned emphasized that the *toll credits program was NOT a new or additional fund source*, that we are held to our annual apportionment, and that the use of Toll Credits would also use federal Obligational Authority (OA).

Muhaned explained that for projects already programmed, the MPO/RTPA will have to submit an administrative modification to change the fund source. For all projects using toll credits as matching funds, the programming must show the use of (phase specific) toll credits in lieu of local funds in the project description in CTIPS - in order to show the complete programming of the project and to help Caltrans track the use of the toll credits. Muhaned stated that toll credits would be programmed as the same federal fund source as the primary fund source for the project (e.g. a CMAQ project would show 100% CMAQ programming with a note in the comments section that toll credits are being used to replace local matching funds in each phase that applies).

Ross McKeown (MTC) pointed out the requirements for the use of the toll credits for FTA projects as listed in the handout. There needs to be a recording and monitoring program (reporting mechanism) established by the MPO/RTPA and approved by FHWA/FTA. Ted Matley (FTA) replied that he had not had time to look into this issue, but that he would be looking into it when he returned to the office. Michael Lange (Caltrans DMT) stated that the DMT did not have any knowledge of the program to date. Sam Kaur (SJCOG) suggested that Caltrans may not have addressed this issue because it is more an FTA issue than a Caltrans issue. Ted agreed, but was not able to state when FTA would be able to establish the parameters for approval of a mechanism. Ross stated that MTC was anxious to begin using the funds for FTA projects and that MTC has a mechanism built into their Fund Management System (FMS).

The use of toll credits for projects already obligated and for earmark/HPP projects was listed as a follow-up item. Wade Hobbs (FHWA) stated that the HPP projects were managed through the Washington DC office and that there are different requirements for these projects that would make the answer project specific, but many of them may be eligible.

Rosemary Ayala (SCAG) asked about setting up a special account and tracking the balance for the funds when there is not an allocated amount at the MPO level to use to establish the account. Rosemary recommended a state-wide account and tracking system. Wade agreed with the potential of a statewide program as a shadow account in the programming area. Abhijit noted that adding another fund line would not accurately reflect the programming because the toll credit acts as the primary fund source (using more federal money from the same fund source not a second fund source).

Will Ridder (SJCOG) Asked that, because of the significant cost savings in federal aid projects, if there was a potential for adjusting toll credit matched projects similar to the ARRA system, in which the ARRA money was used first and then the local matching funds were employed to complete the project funding. In this case the primary fund source would be used first and the toll credits would be used to complete the fund requirements with the remaining toll credits returned to the MPO/RTPA. Muhaned stated that this is a question that should be further investigated with Local Assistance and FHWA. The difference between the formula federal funds and the ARRA program was that ARRA had no match requirement. Muhaned stated that the rule regarding staying within the percentage match at the time of obligation may prevent this modification. Wade agreed

that, although some investigation may be beneficial for an alternative, the current procedure has this limitation.

Sookyung Kim (SANDAG) requested that while Caltrans is looking into the FTA toll credit issue that they look into the Federal Rail Administration (FRA) program as well. Discussion was held regarding the programming of FRA funds in the TIPs, it was noted that FRA money needs to be programmed only when it is part of the total project funding where other Title 23 funds were being used.

7.

a. Rescission repeal approved by the Senate Jobs Bill

John Flores (HQ Local Assistance) stated that FHWA notice 4510.724, April 20, 2010, stated that the funds rescinded by SAFTEA-LU September 30, 2009 were restored and that the funds restored were available for use immediately. However, the fund codes for the programming of the funds would follow – to date these have not been received. When the codes are received they will be forwarded to the regions.

Abhijit stated that the restored funds do not affect the regions apportionment level for this year. Muhaned asked if the funds would be considered prior year funds or if they were current year funds. John read from the notice that “the funds resulting from the restoration are available for obligation immediately. Amounts distributed under this Notice are FY 2010 funds and are available for the same period as other funds made available for the programs to which the funds are restored.”

Muhaned reaffirmed that the funds do not come back with any additional OA. John and Wade agreed and stated that the OA limitation is the programming limitation for these funds. Wade stated that it does increase programming capacity for this year. We are waiting for the distribution to establish that availability of the funds.

It was also clarified that the funds have a new timely use of funds start time.

b. and c. Delivery Report from Local Assistance and Availability of additional OA and apportionments

This is the same report provided at the RTPA meeting last week. CA received an updated apportionment and OA report from FHWA in April consisting of about a Billion dollars of OA and new apportionments. As of March 30, 2010, Local Assistance (regions and local agencies through the local assistance obligation process) has delivered about \$133 million or 12.5 % of the target for FY 2010. Additional obligations of over \$300 million have been received since March.

FHWA notice 4520.205, April 30, 2010, advises of a redistribution of OA for FY 2010.

Local OA could increase by another \$150 million (*Recorder's note*: this estimate was due to the HIRE Act and has since changed – the \$150 million will not be distributed to CA due to a deal struck in the US Senate to redistribute the HPP and other funds discontinued by the HIRE Act by formula rather than to the states that had the program funds within their state). Local Assistance will keep the regions updated as they receive official notification.

John discussed the changes in apportionments in formula federal aid funds and the need to receive FHWA apportionment tables before releasing the information to the regions. Jody Tian (Caltrans HQ Programming) confirmed that the programming office is waiting for the FHWA tables before sending the information to the regions – he expects the tables within

a couple of weeks.

When apportionment amounts increase for federal RSTP funds – for regions that exchange RSTP for state funds the adjustments are made to the following year's apportionment.

8. CTIPS - Update

Dennis Jacobs (Caltrans HQ Programming) stated that they are trying to develop the following:

- A draft FTIP within CTIPS, this will not be available for the 2011 FTIP update, but hopefully for the next FTIP update.
- A formatted tool for reporting of financial data for statewide and regional flexibility in reporting options.
- A link to all of the regions' group project listings. Abhijit added that they are hoping that the link for the grouped project listing (from the MPO's website) would be included in the CTIPS project description page as a link. Terry (MCAG) recommended a TEAM style attachment to provide the listing.
- A hyperlink to the programming website's FTIP amendment status

Sri Srinivasan (MTC) requested an increase in the amount of funding that can be programmed for one fund line.

Jose-Luis requested that the program eliminate the requirement to have any funds programmed in a project in order to delete the project. Jordan stated that this is not a database issue, but a business rule. CTIPS Staff will research this question further.

Sookyung asked about the status of paperless FTIP/amendment submission process. Dennis stated that there is still some work and some coordination to be done before this ability is activated within CTIPS. Wade addressed the interface between FHWA and Caltrans coordination for paperless submissions.

9. 2011 FTIP/FSTIP:

Draft FTIPs: Abhijit stated that MPO/RTPAs should submit their draft FTIPs to your HQ programming coordinator as soon as they are released for public review so that HQ can review the document and submit their comments before the close of the public comment period.

2011 FTIP Checklist and Development Guidance (Handout No.2): This is the checklist by which the Caltrans Federal Programming Office will evaluate the FTIPs to make sure all planning and programming requirements are met. Complying with this checklist will expedite the review of the FTIPs by Caltrans Federal Programming Office.

Financial Summary Table (Handout No.3): Excel spreadsheets have been provided to each of the MPO/RTPAs. The MPOs must submit it electronically (in Excel format) to the Caltrans Federal Programming Office when submitting the final 2011 FTIP to Caltrans so that the statewide financial information can be compiled easily.

Amendments to the 2011 FTIPs: for MPOs that have already released their FTIPs to public review, before the STIP and SHOPP were available for programming, immediately after the FTIP is approved by your board you will need to process a formal amendment to add in the STIP/SHOPP and submit it to the programming office by October 1, 2010. The amendment must also be posted on the MPO's website where the final 2011 FTIP is posted.

Muhaned stated that some of the FTIPS already received by the programming office have not followed the checklist and it makes the FTIP harder to review.

10. FSTIP Public Participation process

Lima emphasized the regional FTIPs are part of the FSTIP and must follow the PPP process and milestones. Final FTIPs must be received by Caltrans by October 1, 2010 and posted on regional websites by October 7, 2010. Caltrans public review for the FSTIP will commence October 8, 2010 and conclude 21 days later on October 29, 2010. Caltrans will submit the FSTIP to FHWA/FTA for approval November 15, 2010.

11. HSIP Delivery Deadlines (Handout)

Yin-Ping Li (HQ Local Assistance) informed the group about the history of attempts to improve the delivery of safety projects. The desire is to prioritize safety projects by establishing timelines for delivery (see handout for timeline details). The time constraint clock starts when the project becomes part of the FTIP (adoption or amendment approval dates). Future safety grant eligibility will be tied to delivery of existing safety grant projects. Projects are programmed as grouped listings (construction only), but agencies are encouraged to advance funds for PE through EPSP.

12. Programming projects from the State managed programs:

Abhijit reported that the Caltrans Federal Programming Office has been sending out the updated programming information for the state managed programs over the last couple of months. This information has also been posted on their website. Abhijit also cautioned the MPO/RTPAs about using information from any source other than from the Caltrans Federal Programming Office – some of the information may be draft or preliminary and is not the accurate information for programming.

The SHOPP grouped project listing report was sent to agencies May 10, 2010. For agencies that had to release their FTIPs prior to that date, you will need to include the programming through the first amendment to your 2011 FTIP after board approval.

Sri notified Abhijit that there was an inaccuracy in the SHOPP Minor programming. Abhijit will follow up on the minor program.

13. CMAQ Transit Transfers

Michael Lange (Caltrans DMT) reported that the DMT has developed a draft process to expedite the transfer of CMAQ funds from FHWA to FTA and will be meeting with the programming June 3, 2010 to discuss the process. Further information and report at the next meeting.

Sookyung requested that the policy include both CMAQ and RSTP.

Ross asked why DMT was involved in the process as this seems to be an FHWA to the State Treasurer to FTA issue. Sam explained that the time lag for these transfers was excessive and that they were trying to clear the path of transfer. Ross suggested that DMT was not the problem in the process, but that there were other participating offices that needed to be included. Muhaned and Abhijit agreed that all potential partners would be part of the process.

14. CMAQ and RSTP: Supplementary tables for FY 2009/10

This item was discussed as part of item 7.

15. Follow-Up Items

Abhijit reviewed the follow up items from the prior discussions:

- a. The use of Toll Credits for FTA projects – Ted Matley will follow up
- b. Can we do post programming changes to add the toll credits as matching funds to project that have already been obligated
- c. How or can we use toll credits for HPP/earmark projects

16. Future meeting dates and locations

June 22, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm)

August 3, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)

September 14, 2010 - MTC, Oakland (10:30 am – 12:30 pm)

October 26, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm)

December 7, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)

Meeting adjourned 12:30 p.m.

Handout No. 1: Handout for Item No. 6

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY

Version: Wednesday May 13, 2010

Background:

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of ISTEA under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Once approved, these toll credits do not lapse until used by the state.

The Federal Highway Administration (FHWA) has granted conditional approval of \$467 million in toll credits to the State from FY 2006 investments and has indicated that approval of the balance of the \$5.7 billion is imminent. These guidelines would apply to the \$467 million already approved and any part of the remaining \$5.2 billion which may be approved by the FHWA for the State of California¹ until the end of FY 2011-2012. This two year period represents the demonstration period, permanent program policy to be in place for the FY 2012 and beyond.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligational Authority (OA) available in any given year.
- Request to use toll credits must be made to appropriate federal agency and project agreements/modifications and included in the Federal Transportation Improvement Program (FTIP), and indicate the use of toll credits for the non-federal match.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits may require amendments to current programming documents.
- FTIPs still need to be financially constrained.

¹ On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. Until the policy for toll credit use in 2012-13 is developed, this \$104.026 million will be kept separate for use within Orange County.

- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs for federal match, to the Highway Bridge Program Projects and to the Department to match federal funds used for STIP and SHOPP.
 - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
 - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Prior to the end of the two year demonstration period a new methodology and process will be formulated for the disbursement of toll credits to take effect in FY 2012-2013.

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007 Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

Prior to using toll credits for projects funded through the FTA, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits, acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not deobligated but are amended through the FTA.



U.S. Department
of Transportation
Federal Highway
Administration

Federal Highway Administration
California Division

May 13, 2010

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Ms. Cindy McKim
Chief Deputy Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Ms. McKim:

SUBJECT: FHWA Toll Credit Approval

The Federal Highway Administration (FHWA), California Division has conducted a preliminary review of the California Department of Transportation's (Caltrans) request for approval of the establishment of a Toll Credit pursuant to Title 23 United States Code, Section 120(j) based upon the procedures outlined in the FHWA Memorandum HIPA-10, February 8, 2007, "Toll Credit for Non-Federal Share", Section 1905 of SAFETEA-LU.

FHWA grants conditional approval of the Toll Credit Pool, for the period of Fiscal Year (FY) 1992 to FY 2006, in the amount of \$5.7 billion. This approval is subject to further review of supporting documentation. If supporting documentation does not substantiate the eligible toll credits, the approved toll credit amount may be adjusted.

For additional information, please contact Ada Lehner, Financial Program Manager, at (916)498-5955, or via e-mail at Ada.Lehner@dot.gov.

Sincerely,

For
Vincent Mammano
Acting Division Administrator



Handout No. 2: Handout for Item No. 9

2011 FTIP Checklist and Development Guidance

Time Line:

- MPOs must submit Draft 2011 FTIPs to Caltrans at the start of the FTIP public review period, but no later than September 1, 2010 .
- Final 2011 FTIPs are due to Caltrans on October 1, 2010.
- Final 2011 FTIPs must be posted by MPOs on their websites by October 7, 2010.

Checklist for 2011 FTIPs:

Metropolitan Planning Organizations (MPOs) shall include the following as part of the FTIP binder/package to Caltrans Programming:

- Project listings (Identify those projects that are Transportation Control Measures (TCMs))
- Detailed listings (back-up listings) for Grouped Projects
- Signed board resolution. Board resolution must certify that:
 - FTIP is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - FTIP is consistent with the Regional Transportation Plan (RTP) _____ (e.g. 2030)
 - FTIP is financially constrained. The enclosed financial summary affirms that funding is available
 - Air quality conformity
 - FTIP does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of public participation process carried out in accordance with the MPO's Public Participation Plan.
- Project listings included in the final 2011 FTIP are available in California Transportation Improvement Program System (CTIPS)
- Financial summary (See Attachment A)
 - Include information covering the first four years of the FTIP.
 - E-mail an electronic copy to your contact at Caltrans, Office of Federal Transportation Management Program in the same format provided by Caltrans (Must be in Excel format)
- Air quality conformity analysis and determination
- Public participation plan/ interagency consultation (Must also provide link to your website where public participation plan can be viewed)
- Expedited Project Selection Procedures (EPSP) documentation includes the following:

“Projects from the first four years of 2011 FTIP have been selected using the following project selection procedures”
- Provide link to your website where Draft 2011 FTIP is posted
“ _____ ”
- Provide 5 copies of the final FTIP to Caltrans

Mailing Address:

Department of Transportation
Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001
Attn: Muhaned Aljabiry

General Guidance:

This guidance is not intended to supersede any federal regulations. FTIPs must comply with applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

1. At the start of the public review period and no later than September 1, 2010, MPOs must transmit 2 copies of their draft 2011 FTIPs to Caltrans to the address mentioned in the above checklist. MPOs must include items listed in the above checklist in their draft 2011 FTIP with the exception of the board resolution.
2. If any MPO does not meet the deadline for FTIP submittal, its FTIP will not be included in the FSTIP until the FSTIP has been approved by the FHWA/FTA. Caltrans will be required to post that MPO's FTIP on the FSTIP website for 14 days to allow for public review. The FTIP will be part of the base FSTIP upon federal approval.
3. During the development of the FSTIP, any amendments or modification to the board adopted FTIPs will be included in the Draft FSTIP if they are submitted to the Department seven days prior (October 1, 2010) to the start of the public review of the Draft FSTIP. Any amendments and modifications that do not meet the deadline will be processed after the federal approval of the FSTIP.
4. SAFETEA-LU requires FTIPs to identify costs for maintaining and operating the system of Federal-aid facilities. Include the basis for the calculations of operations and maintenance needs for your region, and provide analysis of revenues dedicated for these activities in the FTIP Financial Plan. Also address anticipated shortfall in the available revenue, if any, and include plans to address the shortfall.
5. For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program rather than the FTIP
6. The total funding for each phase shall be shown in the fiscal year wherein federal authorization (E-76 approval) will be sought
7. Grouped Project Listings: Attachment B provides guidance to MPOs in air quality nonattainment or maintenance areas.
For MPO areas and rural non-MPO counties that are classified as air quality attainment (SLOCOG, SBCAG, AMBAG and SHASTA) refer to 23CFR771.117 (c) & (d) for additional information on projects that can be classified as "Categorical Exclusion (CE)." Projects that are not considered as regionally significant and qualify as CE may be grouped together. It is the MPO's responsibility to make the eligibility determination for projects to be included in grouped project listings.
8. Projects must be shown in the FSTIP to receive environmental approval. Therefore, projects with no funding programmed within the four years of the FTIP and that are programmed in order to receive environmental document approval must add the following to the project description:

a. RTP Reference and schedule

b. Project included in the FTIP for environmental approval

9. Each project or phase in the FTIP shall include the following information:
 - a. Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase. See the section below for more information.
 - b. Total project cost based on the latest estimates, which may extend beyond the four years of the FTIP; also the cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based on reasonable financial principals and assumptions. In nonattainment and maintenance areas, projects in the first two years of the TIP shall be limited to those for which funds are available and committed. Include these financial principals and assumptions in the "Financial plan" for your FTIP.
 - c. The amount of Federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of Federal funds and source(s) of nonfederal funds.

For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of nonfederal funds)

- d. Implementing agency
- e. Corresponding Regional Transportation Plan (RTP) number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use "Project Title, Location & Description" field or "MPO Comments" field in CTIPS for including RTP information.

8. Project description must be consistent with the following format:

- **For Highway Projects (State Highways/Local Roads):**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield:</i>
Limits:	Project limits can be stated as from one road or street to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. <ul style="list-style-type: none"> • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creek to South of Route 33;</i> • <i>At Rock Creek Bridge;</i>
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

- **For Transit Projects:**

Description Formula: [(Location :) + (Limits) + (;) + (Improvement/Activity)]	
Location:	<p>For work at spot locations for large (statewide) transit agencies:</p> <ul style="list-style-type: none"> • Nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • <i>In Bakersfield:</i> • <i>North of Bakersfield:</i> <p>Otherwise: Skip this step</p>
Limits:	<p>For work at spot locations (all agencies): Name of station, description of facility, name the rail corridor for the project etc.</p> <ul style="list-style-type: none"> • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Colma Station;</i> • <i>San Joaquin Corridor;</i> <p>Otherwise: Skip this step</p>
Improvement/ Activity:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity).</p> <ul style="list-style-type: none"> • <i>Construct station.</i> • <i>Construct a Child Care Facility</i> • <i>Track and signal improvements</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses - 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement)</i> • <i>Paratransit van leasing</i> • <i>Operating assistance for Sacramento Regional Transit</i>
<p>Examples: North of Bakersfield: San Joaquin Corridor - Track and signal improvements. Lafayette BART Station; construct a Child Care Facility Operating assistance for Sacramento Regional Transit</p>	

State Highway Programs:

I. 2010 State Transportation Improvement Program (STIP):

1. The California Transportation Commission (CTC) Staff recommendations for 2010 STIP projects is expected to be released on April 29, 2010.
2. CTC adoption of 2010 STIP is expected on May 19, 2010.
3. 2010 STIP will be available in the California Transportation Improvement Program System (CTIPS) for transferring into FTIPs in June 2010.
4. The total project cost must be programmed in the FTIP, and all projects funding including non-STIP funding must be shown in the FTIP. (Note: if a phase occurs outside the valid FSTIP period, then the total project cost can be shown under the comment section or in the project description. The total cost may not be programmed due to an unfunded need or the phase occurring outside the valid FSTIP period.)
5. When a STIP project is transferred from the STIP into the FTIP in CTIPS through “CTIPS transfer mechanism”, Right of Way Support and Construction Support costs will be added to the corresponding capital costs

MPOs may choose any of the following four options for programming STIP projects in the 2011 FTIPs:

- i. MPOs may use information from the 2010 STIP after adoption by the CTC. The 2011 FTIPs submittals to Caltrans have been moved to October 1, 2010 to allow the MPOs to use this option.
- ii. MPOs may use CTC staff recommendations for programming STIP projects. An FTIP amendment to the 2011 FTIP may be required, after adoption of 2010 STIP by CTC, in order to align STIP programming from the 2011 FTIP with the adopted 2010 STIP should the CTC staff recommendations be different from the CTC adopted 2010 STIP. Caltrans recommends that such reconciliation be done through the first amendment to the 2011 FTIP.
- iii. MPOs may use the county and interregional shares information from the CTC adopted 2010 STIP Fund Estimate (FE). See link below for information.

http://www.catc.ca.gov/programs/STIP/2010_STIP_FE_G-09-10.pdf

For the first three years of the 2011 FTIP (i.e. FYs 2010/11, 2011/12 and 2012/13) MPOs must program only existing projects from the 2008 STIP that are to be re-programmed in the 2010 STIP. MPOs may program new STIP projects, if any, in the fourth year (i.e. FY 2013/14) of the 2011 FTIP. Make sure that the total programmed STIP funding in 2011 FTIP is constrained to the available STIP targets for your region per FE. Note that an amendment to the 2011 FTIP will be required, after adoption of 2010 STIP by CTC, in

- iv. MPOs may choose to program only existing projects from the 2008 STIP that are to be re-programmed in the 2010 STIP. Note that an FTIP amendment to the 2011 FTIP will be required, after adoption of 2010 STIP by CTC, in order to align STIP programming from the 2011 FTIP with the adopted 2010 STIP. Caltrans recommends that such reconciliation be done through the first amendment to the 2011 FTIP.

II. 2010 State Highway Operation and Protection Program (SHOPP):

1. Caltrans submitted the proposed 2010 SHOPP to the CTC on January 31, 2010. CTC approval of the 2010 SHOPP is scheduled for February 24, 2010. 2010 SHOPP will be available in CTIPS by May 1, 2010.
2. Office of the Federal Transportation Management Program, Caltrans, will provide SHOPP Grouped Project Listings Reports that include detailed project listings and associated funding information to MPOs after May 1, 2010. Use these reports to program SHOPP projects in your 2011 FTIP.
3. Total revenue for SHOPP projects for your region is equal to total programmed funding for SHOPP projects.
4. For MPOs in non-attainment areas, MPOs to identify any projects from the SHOPP Grouped Project Listings Report that are non-exempt from air quality conformity determination, and list them individually in the FTIPs.
5. For MPOs in attainment areas, MPOs to review the projects from the SHOPP Grouped Project Listings Report and individually list any projects that are not classified as "Categorical Exclusion (CE)" in the FTIPs. MPOs may contact their District FTIP Coordinators if they need more information on the project scope in order to make the determination of non-Exempt/CE.
6. Use the following fund types to program these SHOPP projects in your 2011 FTIPs. When programming in the FTIP, costs for the grouped projects (or individually listed projects) need to be split at 88.53% "SHOPP Advance Construction (AC)" as federal funds and 11.47% "State Cash" as matching funds.

Fund Table Manager

Edit Fund Type **Browse All Funds**

Fund Type Details

Fund ID	Fund Name	Detailed Fund Description (Huh? Button)
SHOPPAC	SHOPP Advance Construction (AC)	State funds used to advance SHOPP projects.

Blended Fund Type

Match %	Match Fund
?	

Type:

 Federal

 State

 Local

Archived Fund Type
 State Highway Account

Program Category(s) Containing this Fund Type

CT Minor Pgm. SHOPP - Bridge Preservation SHOPP - Collision Reductor SHOPP - Emergency Respor SHOPP - Mandales SHOPP - Mobility SHOPP - Roadside Preserva SHOPP - Roadway Preserval SHOPP Prior	Select Category to Add <input type="text"/> <input type="button" value="Add"/> <input type="button" value="Delete"/>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------

MPO Filter - This Fund Type Applies to ...

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCG	<input checked="" type="checkbox"/> KCOG	<input checked="" type="checkbox"/> MCAG
<input checked="" type="checkbox"/> MTC	<input checked="" type="checkbox"/> SACOG	<input checked="" type="checkbox"/> SBCAG	<input checked="" type="checkbox"/> SCAG	<input checked="" type="checkbox"/> SANDAG
<input checked="" type="checkbox"/> Shasta	<input checked="" type="checkbox"/> SJCOCG	<input checked="" type="checkbox"/> SLOCOG	<input checked="" type="checkbox"/> STANCOG	<input checked="" type="checkbox"/> TCAG
<input checked="" type="checkbox"/> Kings	<input checked="" type="checkbox"/> TRPA	<input checked="" type="checkbox"/> Madera	<input checked="" type="checkbox"/> Rural Non-MPO	

Fund Table Manager

Edit Fund Type **Browse All Funds**

Fund Type Details

Fund ID	Fund Name	Detailed Fund Description (Huh? Button)
ST-CASH	State Cash	

Blended Fund Type

Match %	Match Fund
?	0.00%

Type
<input type="radio"/> Federal
<input checked="" type="radio"/> State
<input type="radio"/> Local

Archived Fund Type
 State Highway Account

State fuel tax funds. Commonly used to match federal aid funds. Can be used to fund 100% cost of project if approval is granted (i.e. state only funded project).
 State cash can also be used to match local CMAQ and STP funds under narrow circumstances.

Program Category(s) Containing this Fund Type

SHOPP - Bridge Preservation	Select Category to Add <input type="text"/> <input type="button" value="Add"/> <input type="button" value="Delete"/>
SHOPP - Collision Reductor	
SHOPP - Emergency Respor	
SHOPP - Environmental Impr	
SHOPP - Facilities	
SHOPP - Mandales	
SHOPP - Mobility	
SHOPP - Operations	
SHOPP - Roadside	

MPO Filter - This Fund Type Applies to

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCG	<input checked="" type="checkbox"/> KCOG	<input checked="" type="checkbox"/> MCAG
<input checked="" type="checkbox"/> MTC	<input checked="" type="checkbox"/> SACOG	<input checked="" type="checkbox"/> SBCAG	<input checked="" type="checkbox"/> SCAG	<input checked="" type="checkbox"/> SANDAG
<input checked="" type="checkbox"/> Shasta	<input checked="" type="checkbox"/> SJCOG	<input checked="" type="checkbox"/> SLOCOG	<input checked="" type="checkbox"/> STANCOG	<input checked="" type="checkbox"/> TCAG
<input checked="" type="checkbox"/> Kings	<input checked="" type="checkbox"/> TRPA	<input checked="" type="checkbox"/> Madera	<input checked="" type="checkbox"/> Rural Non-MPO	

III. Caltrans Local Assistance Managed Programs:

Highway Bridge Program: FTIP programming must be consistent with the information posted at the link below.

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html

For Highway Safety Improvement Program, Safe Routes to School Program and the High Risk Rural Roads Program, we will forward you the information once available. This information will be posted at the link below.

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

Attachments:

Attachment A: Financial Summary Template

Attachment B: Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas

Attachment A

Financial Summary
Template

ATTACHMENT A

TABLE 1: REVENUE

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Sales Tax	\$0	\$0	\$0	\$0	\$0
	-- City	\$0	\$0	\$0	\$0	\$0
	-- County	\$0	\$0	\$0	\$0	\$0
	-- Other (Transportation Development Act)	\$0	\$0	\$0	\$0	\$0
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$0	\$0	\$0	\$0	\$0
	-- City General Funds	\$0	\$0	\$0	\$0	\$0
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0
	-- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0
	Transit	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0
Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Local total	\$0	\$0	\$0	\$0	\$0	
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ¹	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
State total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal transit total	\$0	\$0	\$0	\$0	\$0	

ATTACHMENT A

TABLE 1: REVENUE

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
REVENUE TOTAL	\$0	\$0	\$0	\$0	\$0	

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

⁵Fund Estimate - Unprogrammed Capacity: Difference between Obligation Authority level and Apportionment level, these funds can not be used for programming projects

*Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

TABLE 2: PROGRAMMED

State of California
 2010/11-2013/14 Federal Transportation Improvement Program
 MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ^f	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0
	(e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$0	\$0	\$0	\$0	\$0

TABLE 2: PROGRAMMED

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	
Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	
High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	
High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL²	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
PROGRAMMED TOTAL	\$0	\$0	\$0	\$0	\$0	

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

*Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

TABLE 3: REVENUE Vs. PROGRAMMED

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional (GFA)	\$0	\$0	\$0	\$0	\$0
	STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA)	\$0	\$0	\$0	\$0	\$0
	(e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	State (GFA)	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Federal Transit (GFA)	\$0	\$0	\$0	\$0	\$0	

TABLE 3: REVENUE Vs. PROGRAMMED

State of California
2010/11-2013/14 Federal Transportation Improvement Program
MPO

FUNDING SOURCE		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	STIM II	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL¹	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.
- ²Federal Total: Is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.
- ⁵Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

Attachment B

**Programming Grouped Project
Listings in Air Quality Non-
Attainment or Maintenance Areas**

Handout No. 3: Handout for Item No. 9

TABLE 1: REVENUE

State of California
2010/11-2013/14 Federal Transportation Improvement Program
Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Sales Tax	\$0	\$0	\$0	\$0	\$0
	-- City	\$0	\$0	\$0	\$0	\$0
	-- County	\$0	\$0	\$0	\$0	\$0
	-- Other (Transportation Development Act)	\$0	\$0	\$0	\$0	\$0
	Gas Tax	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0
	-- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0
	Other Local Funds	\$0	\$0	\$0	\$0	\$0
	-- City General Funds	\$0	\$0	\$0	\$0	\$0
	-- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0
	-- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0
	Transit	\$0	\$0	\$0	\$0	\$0
	-- Transit Fares	\$0	\$0	\$0	\$0	\$0
	-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0
Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Local Total	\$0	\$0	\$0	\$0	\$0	
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
State Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0
	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
Federal Transit Total	\$0	\$0	\$0	\$0	\$0	

TABLE 1: REVENUE

State of California
2010/11-2013/14 Federal Transportation Improvement Program
Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
Public Lands Highway	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL¹	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE²	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
REVENUE TOTAL	\$0	\$0	\$0	\$0	\$0	

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.

⁵Fund Estimate - Unprogrammed Capacity: Difference between Obligation Authority level and Apportionment level, these funds can not be used for programming projects

*Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

TABLE 2: PROGRAMMED

State of California
 2010/11-2013/14 Federal Transportation Improvement Program
 Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0
	FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0
Clean Fuel Formula Program (5308)		\$0	\$0	\$0	\$0	\$0
Elderly & Persons with Disabilities Formula Program (5310)		\$0	\$0	\$0	\$0	\$0
Fixed Guideway Modernization (5309a)		\$0	\$0	\$0	\$0	\$0
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)		\$0	\$0	\$0	\$0	\$0
Metropolitan Planning (5303)		\$0	\$0	\$0	\$0	\$0
New and Small Starts (Capital Investment Grants) (5309b)		\$0	\$0	\$0	\$0	\$0
New Freedom (5317)		\$0	\$0	\$0	\$0	\$0
Nonurbanized Area Formula Program (5311)		\$0	\$0	\$0	\$0	\$0
Public Transportation on Indian Reservation (5311c)		\$0	\$0	\$0	\$0	\$0
Transit in the Parks (5320)		\$0	\$0	\$0	\$0	\$0
Urbanized Area Formula Program (5307)		\$0	\$0	\$0	\$0	\$0
Other (Please specify)	\$0	\$0	\$0	\$0	\$0	
Federal Transit Total	\$0	\$0	\$0	\$0	\$0	

TABLE 2: PROGRAMMED

State of California
 2010/11-2013/14 Federal Transportation Improvement Program
 Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL²	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0
PROGRAMMED TOTAL	\$0	\$0	\$0	\$0	\$0	

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.
- ²Federal Total: Is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.
- *Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

TABLE 3: REVENUE Vs. PROGRAMMED

State of California
2010/11-2013/14 Federal Transportation Improvement Program
Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0
REGIONAL	Tolls	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior*	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	STIP Prior*	\$0	\$0	\$0	\$0	\$0
	Transportation Enhancement	\$0	\$0	\$0	\$0	\$0
	TE - RIP	\$0	\$0	\$0	\$0	\$0
	TE - IIP	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$0	\$0	\$0	\$0	\$0
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0
	Highway Maintenance (HM)	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program (TCRP)	\$0	\$0	\$0	\$0	\$0
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0
	FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0
Clean Fuel Formula Program (5308)		\$0	\$0	\$0	\$0	\$0
Elderly & Persons with Disabilities Formula Program (5310)		\$0	\$0	\$0	\$0	\$0
Fixed Guideway Modernization (5309a)		\$0	\$0	\$0	\$0	\$0
Intercity Bus (5311f)		\$0	\$0	\$0	\$0	\$0
Job Access and Reverse Commute Program (5316)		\$0	\$0	\$0	\$0	\$0
Metropolitan Planning (5303)		\$0	\$0	\$0	\$0	\$0
New and Small Starts (Capital Investment Grants) (5309b)		\$0	\$0	\$0	\$0	\$0
New Freedom (5317)		\$0	\$0	\$0	\$0	\$0
Nonurbanized Area Formula Program (5311)		\$0	\$0	\$0	\$0	\$0
Public Transportation on Indian Reservation (5311c)		\$0	\$0	\$0	\$0	\$0
Transit in the Parks (5320)		\$0	\$0	\$0	\$0	\$0
Urbanized Area Formula Program (5307)		\$0	\$0	\$0	\$0	\$0
Other (Please specify)		\$0	\$0	\$0	\$0	\$0
Federal Transit Total		\$0	\$0	\$0	\$0	\$0

TABLE 3: REVENUE Vs. PROGRAMMED

State of California
2010/11-2013/14 Federal Transportation Improvement Program
Select One MPO

FUNDING SOURCE						
		2010/11	2011/12	2012/13	2013/14	TOTAL
FEDERAL HIGHWAY	Federal Highway Non-Discretionary					
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs					
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0
High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	
National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL²	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0

NOTES:

- ¹Regional: Some MPOs may not have regional fund sources. In these cases, data is shown as "zero" or not applicable.
- ²Federal Total: is the sum of federal highway and federal transit programs.
- ³Innovative Finance: Toll revenues are included under local and regional while GARVEE bond revenues are included under state.
- ⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation.
- *Note: STIP/SHOPP funding coming from prior STIP/SHOPP programs.

Handout No. 4: Handout for Item No. 11

Project Delivery Requirements for Local Safety Programs

Background

Need for Clear, Consistent, and Enforceable Delivery Requirements

1. The past delivery requirements have varied from cycle to cycle and have varied from program to program for the three local safety programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads (HR3), and Federal Safe Routes to School Program (SRTS).
2. Previous delivery requirements for the local safety programs stated that if projects do not meet delivery requirements, the project's funding could be de-obligated and/or the project would be dropped from the program. However, these policies were not enforced since they did not promote expedited delivery of the most critical safety projects.
3. Past delivery data showed that it was typical for a project to take close to a year to obtain approval to proceed with Preliminary Engineering (PE) and almost two years to close-out the project once construction was complete.
4. To date, overall project delivery of local safety projects has been poor and the actual delivery schedules for most safety projects have not met the original schedules proposed by the agencies in their application forms.
5. The poor delivery of safety program projects has resulted in the following:
 - a. In 2006, the Federal Highway Administration (FHWA) requested that Caltrans search for ways to improve project delivery and participate in the preparation of the "FHWA 2006 Annual Risk Analysis Report".
 - b. Obligation rates of federal safety funds remained well below apportionment levels.
 - c. In 2009, FHWA again requested that Caltrans search for ways to improve the delivery and participate as a 2009 FHWA Focus State for local safety programs.
 - d. Safety projects that are not delivered in a timely manner have to be carried over into subsequent Federal Transportation Improvement Programs (FTIP) thereby reducing financial programming capacity for new projects. If the delivery does not improve in the future, the lack of FTIP programming capacity may require Caltrans to delay making future calls-for-projects.

Major Steps in the Preparation of the New Safety Program Delivery Requirements

1. In October 2009, the Caltrans, Division of Local Assistance, Office of Bridge and Safety Programs (OBSP) created a webpage for "Safety Program Delivery Status Reports" at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm
2. In January 2010, OBSP implemented new delivery requirements in conjunction with the notification of successful HSIP Cycle 3 projects.
3. In March 2010, OBSP worked with a committee of State, Federal, and Local Agency representatives to finalize revised delivery requirements for all Cycle 1 and Cycle 2 safety projects in the HSIP, HRRR, and SRTS programs. These delivery requirements are consistent with the requirements for HSIP Cycle 3 projects. The final delivery requirements are discussed below.

4. In April 2010, OBSP updated the "Safety Program Delivery Status Reports" webpage to include the new delivery requirements for all projects and updated the status reports to reflect the new delivery requirements.

New Safety Program Delivery Requirements

Requirement Details

The key delivery requirements for new safety projects are as follows:

The three milestones and corresponding delivery deadlines are:

1. Request for Authorization to Proceed with PE within 6 months after the project is amended into the FTIP.
 - a. For agencies that will not request Authorization to Proceed with PE because they are using their own work force or using other funds for that phase, the agency will only be held to requesting Construction Authorization within 30 months after the project is amended into the FTIP.
 - b. For agencies that retain consultants for any PE work will be provided an additional six (6) months of PE time. This will extend the CON Auth and Close-Out Milestone dates by 6 months.
2. Request Authorization to Proceed with Construction within 30 months (2 ½ years) after the project is amended into the FTIP.
3. Complete construction and close-out the project within 54 months (4 ½ years) after the project is amended into the FTIP.

OBSP staff will track the delivery of the local safety projects and prepare a quarterly report showing the delivery performance of each project. Projects that are on or ahead of schedule will be identified with a green checkmark and/or green diamond. Projects that are behind schedule will be identified with a red flag. Flags will be removed in later reports after the agency has completed the milestone. If an agency has an active safety project with a red flag in the latest quarterly report released during a future 'call for projects' cycle, Caltrans will not accept applications from that agency for the program that includes the flag. Example: If an agency has a flagged SRTS project, it would be prevented from submitting an SRTS application. This flagged SRTS project would not prevent the agency from submitting an application for a HR3 or HSIP project.

For a proposed project involving lengthy delivery elements, (i.e. right-of-way acquisition or environmental permits from outside or regulatory agencies), Caltrans recommends agencies consider alternatives to reduce the risk that they will miss the delivery requirements and be excluded from future funding until after the project is completed. Some possible alternatives include:

1. Completing all or part of the PE Phase before requesting safety funding.
2. Down-scoping the project to avoid the environmental, right-of-way or other project components that can cause the project to miss the delivery milestones.

- a. Down-scoping the project does not necessarily reduce the net safety benefits of a given project. There may be alternative countermeasures that can be applied to a location which will result in an equal or larger benefit-to-cost ratio.
- 3. Selecting a different project altogether that can be delivered on an expedited schedule.

It is understood that many local agencies may not be able to fully fund the PE Phase of a critical, complex, and lengthy safety project. For this reason, Caltrans will rate those types of projects similarly to other projects and leave the decision up to the local agency to seek safety funding with the understanding that there is a high risk that their project will miss the delivery requirements, be flagged, and the agency will be excluded from future funding under that program until after the project is completed.

Applying the New Safety Program Delivery Requirements to Past Projects

Agencies for all past successful safety projects, including Cycles 1 and 2 of the HSIP, HR3 and SRTS programs were not apprised of these Delivery Requirements at the time they proposed the project for funding; therefore, Caltrans has established slightly different requirements for these projects.

All projects will be granted the full duration of the delivery phase that they were in as of March 31, 2010. For example, a project without PE authorization will be given a full 6 months from March 31, 2010 to obtain PE authorization, even if the project is a Cycle 1 project that was originally approved in the FTIP in 2007. This project would also have an additional 24 months to obtain Construction Authorization and 24 months to close-out the project.

The following table shows the actual new delivery deadlines for Cycle 1 and Cycle 2 safety projects:

Current Status of Project	Authorize PE by:	Authorize CON by:	Close-out Project by:
No Phase Authorized	Sept. 30, 2010	Sept. 30, 2012	Sept. 30, 2014
PE Authorized		Mar. 31, 2012	Mar. 31, 2014
CON Authorized			Mar. 31, 2012

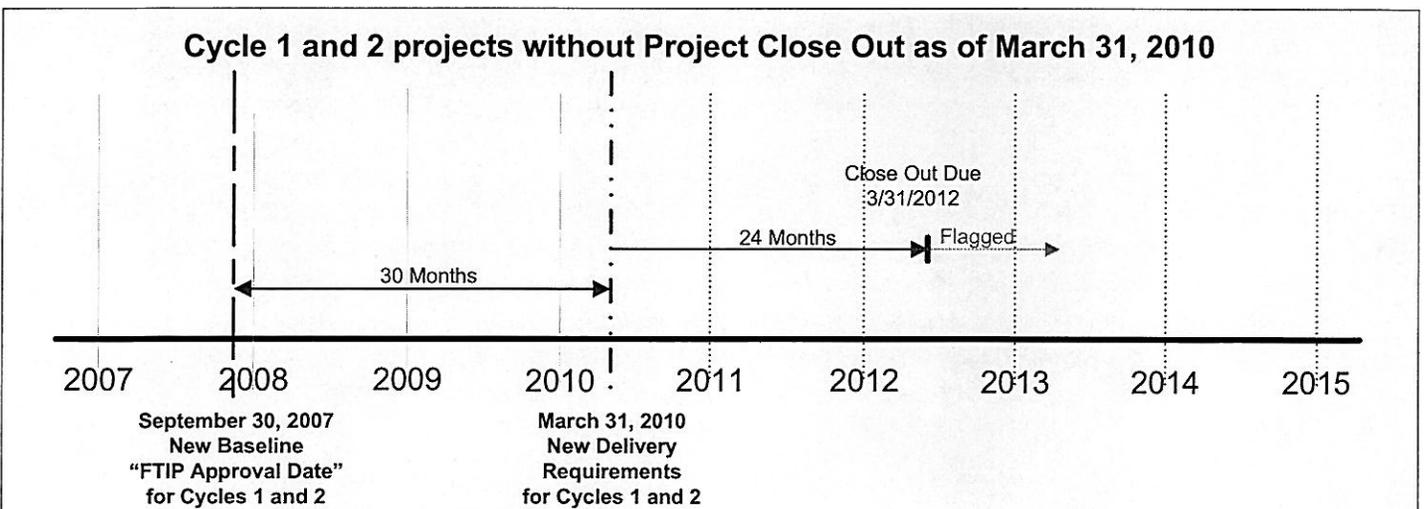
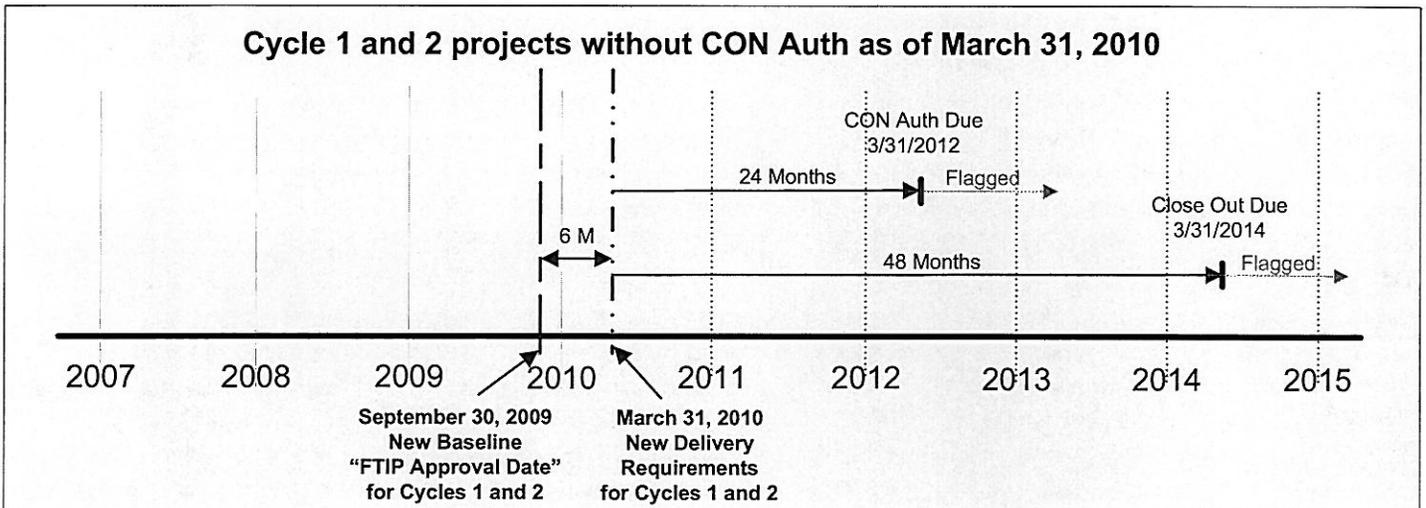
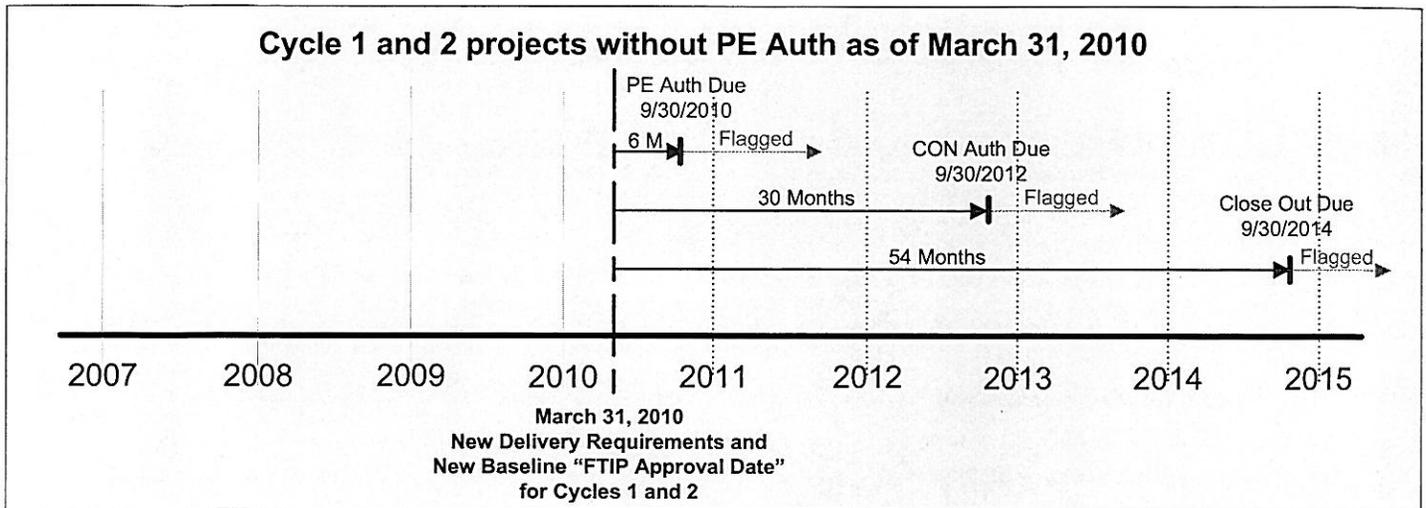
After notification of these new delivery requirements for Cycle 1 and 2 projects, agencies will be given one month to review the project status and if necessary, to provide a revised delivery schedule with justification for extending the time frames shown above.

Diagrams for the New Safety Program Delivery Requirements

The following diagrams visually illustrate the new delivery requirements. They show the differences between the delivery requirements for future safety projects and past Cycle 1 and Cycle 2 safety projects. The key difference is that future project delivery milestones will be based on their actual FTIP Approval Date from FHWA, while past project delivery milestones for Cycle 1 and Cycle 2 projects will be based on a baseline FTIP Approval Date that varies based upon the status of the project as of March 31, 2010.

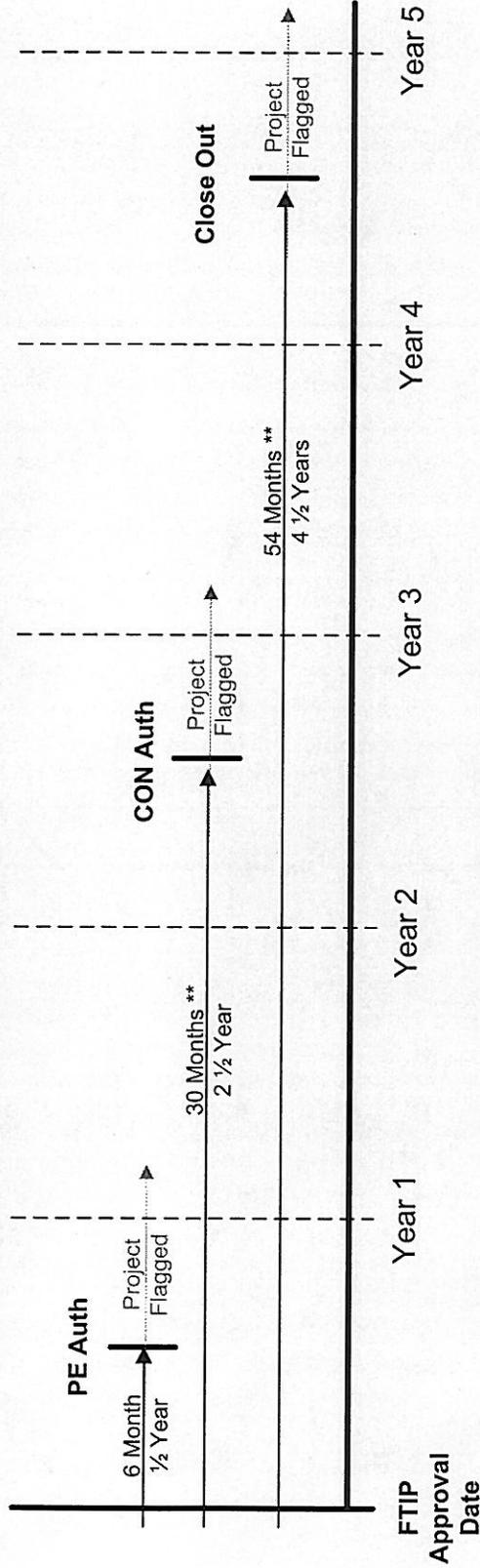
DLA Safety Programs Delivery Requirements (Cycles 1 and 2 only)

(Cycle 1 and 2 projects will have to meet these delivery dates, unless they formally request and justify a time extension.)



DLA Safety Programs Delivery Requirements (Future Cycles *)

(Durations are standard for all projects, while actual dates will be unique for each project)



* Includes HSIP, HR3, and SRTS Infrastructure Projects

** Agencies that retain consultants for any PE work will be provided an additional six (6) months of PE time. This will extend the CON Auth and Close Out Milestone dates by 6 months