

Agenda

September 30, 2008
10:00 am – 12:00 pm

Caltrans
Division of Training (Horizon room)
1616 29th Street
Sacramento, CA 95816

Contact: Abhijit Bagde
(916) 654-3638

Meeting called by: Muhaned Aljabiry
Facilitator: Abhijit Bagde
Recorder/Time Keeper: Penny Gray

Agenda Topics

Item	Description	Time	Presenter
1	Topics/Agenda/Introductions	10:00	Abhijit Bagde
2	Ground Rules	10:05	Abhijit Bagde
3	Approval of the 08/12/08 CFPG meeting minutes	10:10	Abhijit Bagde
4	Announcements and updates <ul style="list-style-type: none"> • Highway Program Financing Class – Abhijit Bagde (Handout No. 1) 	10:15	All
5	Follow-Up Items from last meeting: <ul style="list-style-type: none"> • Jody Tian will provide updated information on the CTIPS training scheduled for September 30 – Item Completed • Comments on the FHWA Notice of Request for Renewal of a Previously Approved Information Collection must be submitted to Cathy Gomes by September 12 in order to be included as part of Caltrans response. • Caltrans meeting with FTA – Scheduled for October Discussion Topics: <ol style="list-style-type: none"> 1. SACOG requested Caltrans follow up with FTA regarding the use of EPSP 2. Request guidance from FTA on how to program carry over funds 3. Submit items to be discussed with FTA to Abhijit by August 15 <ul style="list-style-type: none"> • Ken Kochevar, FHWA, will schedule a meeting with Caltrans to discuss safety project delivery. 	10:25	Caltrans
6	Highway Bridge Program - Overview	10:35	Eric Bost
7	2009 FSTIP Schedule – Update	11.05	Cathy Gomes
8	Task Force Discussions – Update	11:10	Sri Srinivasan/ Abhijit Bagde
9	Public Participation for FSTIP amendments in MPO region (Handout No. 2)	11:20	Joanne McDermott
10	Amendments to 2009 FTIP: <ul style="list-style-type: none"> • Checklist for FTIP amendment Submittal – Revised (Handout No. 3) • Use SAFETEA-LU designations 	11:25	Abhijit Bagde

11	Approval of your 2009 FTIP in CTIPS	11:35	Abhijit Bagde
12	CMAQ Reimbursement for Retrofit Projects	11:40	Aimee Kratovil
13	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum • Future Agenda Items 	11:50	All
14	Future meeting dates and locations: November 18 – MTC, Oakland (10:30 am – 12:30 pm) January 6, 2009 – FHWA, Sacramento (10:30 am – 12:30 pm)	11:55	All

**CALIFORNIA FEDERAL PROGRAMMING GROUP (CFPG)
MEETING MINUTES –September 30, 2008**

The CFPG meeting was held at Caltrans in the Training Center, 1616 29th Street, Sacramento, from 10:00 a.m. to 12:00 p.m.

1. Topics/Agenda/Introduction:

The meeting started with the self-introduction of attendees.

2. Ground Rules:

Abhijit Bagde, Caltrans, Federal Programming, gave a brief overview of ground rules for the meeting. Here are the full 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.

3. Approval of 8/12/08 CFPG meeting minutes:

The meeting minutes for August 12, 2008, were approved with no changes.

4. Announcements and updates:

- The FHWA Highway Program Financing class will be offered October 21-22, 2008 in Irvine. This course provides an overview of the Federal-Aid Highway program, focusing on various aspects of highway program financing. Enrollment may be done on line at http://www.nhi.fhwa.dot.gov/training/regi_cours.aspx. **(Handout No. 1)**
- Staff assignments for the FHWA Planning and Air Quality Team have been revised effective November 1, 2008. The revised contact list is attached.
- Vince Angelino has retired from StanCOG. September 30th was his last day at work.

5. Follow-Up Items from last meeting:

A.	CTIPS training – the CTIPS training will be conducted today, September 30, from
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	1:00 – 4:00 p.m. Item completed.
B.	Comments on the FHWA Notice of Request for Renewal of a Previously Approved Information Collection – No comments were received from MPOs. Caltrans submitted comments that had previously been submitted regarding the collection of data. The comments have been posted on the Docket.
C.	Caltrans meeting with FTA – The meeting is scheduled for October 9. Please e-mail items to be discussed to Abhijit Bagde no later than October 3. The CFPG group will be briefed at the November 18 meeting.
D.	Meeting with Ken Kochevar, FHWA, regarding delivery of safety projects. The meeting has been scheduled for October 6, 2008.

6. Highway Bridge Program:

Eric Bost provided an overview of the Local Highway Bridge Program. The purpose of the program is to rehab and replace deficient bridges. Federal funding for the program is split as follows: 55 percent is for bridges on local roads, 45 percent is for bridges on the state highways. The annual apportionment for bridges on local roads is approximately \$274 million. This federal fiscal year delivery exceeded apportionments. Advance construction was used to authorize projects after apportionments had been exhausted. The CTC will administer the Prop 1B seismic funds. The CTC approved implementing guidelines in May of 2008. The seismic projects will be the top priority for the Bridge Program. The CTC does recognize that other bridges may need to move forward also. Money will be fully utilized every year. The approved bridge project listing will be updated in October (now December). Only seismic projects (Prop 1B) and high priority structurally deficient bridges will be authorized between now and April, 2009, if funding is available. Other lower priority projects may be funded, if funds are available.

Links to the Program:

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

7. 2009 FSTIP Schedule - Update

Cathy Gomes thanked everyone for submitting their FTIPs on time. The FSTIP will be delivered to FHWA/FTA October 1, 2008. FHWA/FTA action is anticipated by November 1. Please note that the current 2007 FSTIP is valid until the 2009 FSTIP is approved by FHWA/FTA.

8. Task Force Discussions - Update:

The task force is exploring options to update and modify the existing amendment guidelines to be in line with SAFETEA-LU. FHWA has proposed increasing the current limits for administrative modifications to \$5M or 25%, whichever is smaller) of the total project cost until a formal agreement on other modification areas has been finalized. The task force will continue to provide updates to the CFPG group.

9. Public Participation Plan for FSTIP Amendments in MPO Region (Handout No. 2):

The Caltrans Division of Transportation Programming is striving for concurrent public review of FSTIP amendments: review through the MPO website at the same time the

amendment is noticed on Caltrans website. This will help streamline the amendment process. Please notify Joanne McDermott (Joanne.McDermott@dot.ca.gov) of any changes to web sites or links.

10. Amendments to the 2009 FSTIP (Handout No. 3):

The revised FTIP Amendment Checklist was distributed. There is one new item that should be noted: if an MPO programs more than the annual apportionment level as a result of an agreement or trade with another MPO, that agreement should be included as part of the amendment package submitted to Caltrans. Also note that the specific type of local funds must be included in the financial tables under the revenue section. However, under the Programmed and Revenue vs. Programmed sections, they may be grouped under the general category of Local. Funds shown in the “other” category in the financial tables must be specified, you cannot just group several types of funds in this category. FTA CMAQ transfer funds is an example of “other” funds. Also, if STIP programming from the 2009 FTIP is not consistent with the CTC adopted 2008 STIP, then reconciliation must be done through the first amendment to the 2009 FSTIP.

11. Approval of 2009 FTIPs in CTIPS:

The 2009 FSTIP will be submitted to FHWA/FTA October 1, 2008, with federal approval expected November 1. The State will approve the individual FTIPs in CTIPS when the FSTIP is submitted to FHWA/FTA. However, the State cannot approve the CTIPS projects until they have been approved by the MPOs. Make sure that your 2009 FTIP in CTIPS is consistent with the board approved document.

12. CMAQ Reimbursement for Diesel Retrofit Projects:

There have been many questions regarding the use of CMAQ funds for diesel retrofit projects. Diesel retrofits are addressed in both 23 CFR 149 and the CMAQ Guidance document issued October 31, 2006. SAFETEA-LU places a new emphasis on diesel engine retrofits and the various types of projects that fall under this broad category. These efforts are defined as vehicle replacement, repowering (replacing an engine with a cleaner engine), rebuilding an engine, or other technologies determined by the EPA as appropriate for reducing emissions from diesel engines. There are a number of project types in the diesel retrofit area for which CMAQ funds are eligible. These can be found in the CMAQ Guidance available at the following website: <http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm>. Appendix 5 provides more detail on diesel retrofits and the various strategies available for this type of project including additional eligibility requirements.

Aimee clarified that funding the full replacement cost of a vehicle could be possible, for instance, if all CMAQ eligibility criteria are met and retrofit technology is not an option for existing vehicle; if retrofitting is an option, it may make more sense to limit CMAQ eligibility to partial funding.

Discussion of scrappage: Aimee noted that the Interim CMAQ Guidance is explicit and requires scrappage of existing vehicle or requires remanufacture of the engine to a cleaner standard. Further, project agreements involving replacements of either engine or full vehicle should include a provision for disposal of the engine block and a process to verify the

retirement of the equipment. The old engine or vehicle cannot just be sold out of State. Options restricted until new guidance is released.

13. Follow Up Items, Open Forum, Future Agenda Items

1. Follow Up Items

- o Group to e-mail items to be discussed with FTA to Abhijit Bagde by October 3.
- o Abhijit Bagde will e-mail the website for the Highway Bridge Program to the CFPG.
- o Abhijit to check with CTIPS Office regarding adding dates to CTIPS reports.
- o Abhijit to e-mail the Five Year FSTIP proposal presented by Pete Hathaway.

2. Future Agenda Items:

- o 2009 Planning Emphasis Areas
- o MTC Fund Management System (FMS)
- o Consistency between titles of Grouped Project Listings and Table 2 categories
- o Discussion of San Joaquin Valley amendment status as a result of EPA action on budgets. MPOs are withdrawing amendment #1. Some MPOs may require an amendment before January. Cari Anderson is analyzing on a case-by-case basis.
- o Discussion of Federal rescissions. It is expected there will be two upcoming rescissions.

14. Proposed Item for Reauthorization – 5 Year FSTIP (handout)

Pete Hathaway, SACOG, presented a draft proposal to lengthen the FSTIP to cover five years of programming. SAFETEA-LU allows the FSTIP to cover four years of programming, and to be updated at least every four years. Currently, the FSTIP is readopted every two years. The primary factor for this proposal is project delivery. While Caltrans is able to deliver more than 90 percent of projects in the year in which they are programmed, the rate for local agency delivery is closer to 75 percent. There are many reasons for this difference including underestimation of how long it takes to deliver federal projects, understaffing, inability to de-program projects that lag behind, and the tendency to fund larger, more complex and harder to deliver projects with federal funds. Many MPOs under deliver on obligation authority available to them through federal local assistance programs; those that succeed depend on the ability to deliver substitute projects from later program years, at the very end of the fiscal year, without having to amend the FTIP first. MPOs believe that a reserve of at least a year's worth of extra projects beyond the current program year inside the FTIP forms the minimum cushion necessary for substitute project delivery. MPOs regard the FTIP as awkward and unresponsive: many MPOs do not program local assistance funds four years ahead, the STIP is a five-year program adopted every two years, but must feed into it, the state programs bond funds on a schedule completely unrelated to the FTIP, FTA allows discretionary funds to be programmed only when approved in the annual federal budget, MPOs cannot place projects within the FTIP according to delivery schedules because of financial constraint limits by year, and some MPOs find themselves unable to amend the FTIP quickly when needed because of their own Board meeting schedules, public review time, air quality conformity, or financial constraint issues. As a result, MPOs must have at least one program year beyond the current year as a reserve inside the FSTIP at all times, including the last year that the FSTIP remains adopted and valid. Therefore, the recommendation is that MPOs in

California, supported by Caltrans, should seek to change provisions in reauthorization (MAP-21) to allow an FSTIP to contain five years of approved programming that can remain valid for up to four years before it must be readopted.

- **Meeting dates and locations for Future Meetings**
 - November 18 – MTC, Oakland (10:30 am – 12:30 pm)
 - January 6, 2009 – FHWA, Sacramento (10:30 am – 12:30 pm)

Handout No. 1

Highway Program Financing

October 21-22, 2008, from 8:00 am – 3:30 pm

Federal Funding State & Local Projects

October 23, 2008, from 8:00 am – 3:30 pm

Caltrans District 12 Office Building
3337 Michelson Drive, Irvine, CA - Room C1116

This course provides an overview of the Federal-Aid Highway Program, focusing on various aspects of highway program financing unique to the Federal Highway Administration (FHWA). This is a joint training session whereby FHWA is providing the training for the first two days and Caltrans is providing training for the last day.

Topics include the following: the operation of the Highway Trust Fund and its significance to the funding level of the Federal-Aid Highway Program; the content and policy implication of authorizing and appropriating legislation; the FHWA apportionment process; discussion of obligation limitation, allocations, deductions, earmarking, and transferability; and the effect of policy and budget considerations on the use of Federal-Aid funds.

Upon completion of the course, participant will be able to:

- Describe the flow of Federal financing from authorization to reimbursement.
- Explain authorization, appropriation, apportionment, allocation, and obligation limitation.
- Discuss the impact contract authority and obligation limitation have on the use of Federal funds.
- Describe the significance of the Highway Trust Fund to the funding levels for the Federal-Aid Highway Program.
- Discuss how Federal funding flows through Caltrans to State and Local Agency projects (third day).

Who Should Attend

This course is intended for Federal, State, regional and local government employees, as well as contractors and others from the private sector, interested in the process by which the Federal-Aid Highway program is authorized and how the funds are distributed.

More information

For more information or to enroll online for the course that has been opened to the public:

http://www.nhi.fhwa.dot.gov/training/regi_cours.aspx

Note: NHI Course number 152072, Highway Program Financing



Training charge for the first two days costs \$320. Participants from Caltrans interested in attending the first two days should obtain supervisory approval through Staff Central before registering for this class through the National Highway Institute. Be sure to use the "Request a Vendor Course that is not sponsored by Caltrans" rather than the "Search Courses in Catalog" link.

Those interested in attending the third free day must register separately from the first two-day session by email or phone to Iris.Catibug@dot.ca.gov , (916) 654-4212.

Deadline to Register: Friday October 10, 2008

Handout No. 2

Public Participation for FSTIP amendments in MPO region

Once a new Federal Statewide Transportation Improvement Program (FSTIP) has been approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), it will become the current FSTIP and it will supersede the prior one. However, there will be a need to implement changes to the current FSTIP throughout its life cycle. Changes to the FSTIP can be done through amendments or administrative modifications.

Amendments are changes to projects that are considered significant in nature such as adding or deleting regionally significant projects or major changes to cost and scope of projects and therefore must go through public review. Administrative modifications are minor changes to projects and are not required to go through public review.

Amending the FSTIP can take up to six months from the preparation of the Metropolitan Planning Organization (MPO) FTIP amendment, through public review, MPO board approval, state review, and finally FHWA and FTA review and approval. In order to streamline this process, the State of California Department of Transportation (Department) will provide public review opportunities for each FSTIP amendment concurrently with each MPO's public review of their FTIP amendment.

The following process outlines the steps for an FSTIP amendment:

1. MPO informs the Department of their planned FTIP amendment and the start and end of the public review period,
2. The Department posts a notice of FSTIP amendments on the Department's website (<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>). A link to MPOs FTIPs amendments websites will be provided,
3. FTIP/FSTIP amendments typically go through 14-30 days public review,
4. After public review, the MPO submits the final, board approved, FTIP amendment to the Department,
5. The Department reviews the FTIP amendment and recommends approval to FHWA and FTA,
6. The Department posts the FTIP amendment and Department's letter to FHWA/FTA on Department's website (<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>),
7. FHWA and FTA review and approve the FTIP amendment for inclusion in the FSTIP. The Department posts FHWA/FTA letter on Department's website.

Existing procedures for FSTIP/FTIP modifications can be viewed at (<http://www.dot.ca.gov/hq/transprog/federal/fedfiles/amendmentprocedures.pdf>). These procedures outline the current requirements and criteria for FSTIP amendments and administrative modifications which were developed cooperatively by MPOs, the Department, FHWA, and FTA.

Public Participation Process for the Development of the Federal Statewide Transportation Improvement Program (FSTIP)

Web posting

The following will be posted on the State of California Department of Transportation (Department) Programming website at: <http://dot.ca.gov/hq/transprog/>

1. In January of even years, the Department will post the Metropolitan Planning Organizations' (MPOs) Federal Transportation Improvement Programs (FTIPs) public review and board adoption schedule. Schedule will be updated as necessary.
2. Starting March of even years, the Department will post links to MPOs' draft FTIPs.
3. In June of even years, the Department will post the FSTIP public review and approval schedule.
4. In August/September of even years, the Department will post the Draft FSTIP for public comments. The Draft FSTIP will include the rural non-MPO project lists and MPOs' FTIPs by reference.
5. In October of even years the Department will post comments received on the FSTIP.
6. In November of even years, the Department will post the Federal approval of the FSTIP.

Hard Copies

In August/September of even years, the Department will make hard copies of the FSTIP available at:

- State Libraries
- Caltrans District Offices
- State Clearinghouse
- Caltrans Headquarters

Compact Discs (CDs)

In August/September of even number years, the Department will send notification letters and CDs of the FSTIP to Indian Tribes. CDs will also be provided upon request.

Process

1. The Department, upon consultation with the MPOs, Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will

determine the schedule for updating each new FSTIP cycle. Normally, FSTIP updates takes place in October or November of even years. Based on the FSTIP schedule, the schedule for MPOs' FTIPs submittals to the Department will be determined. Historically FTIPs submittals to Department have been by August 1 of even years.

2. The Department will start reviews of MPOs FTIPs while they are out for public review. After the close of public review, the final board adopted FTIPs will be forwarded to the Department. The Department includes all the MPOs FTIPs by reference and the rural non-MPO areas project list into the Draft FSTIP. The Draft FSTIP will go through a minimum of 14 days and a maximum of 30 days public review using methods outlined above. This normally will be in September of even years.
3. The Department will review all comments received and will respond to those that require responses. Comments that are specific to MPO regions will be forwarded to those MPOs by the Department.
4. The Department will forward the final FSTIP to FHWA and FTA for their review and approval. This normally occurs in September of even number years.
5. Once approved by FHWA and FTA, the FSTIP and the Federal approval letter will be posted on the Department's website.

If any MPO does not meet the deadline for FTIP submittal to the Department, its FTIP will not be included in the FSTIP until the FSTIP has been approved by FHWA/FTA. In this case, the Department will post that MPO's FTIP on the Department's website for 14 days to allow public review. The FTIP will become part of the FSTIP upon federal approval.

During the development of the FSTIP, any amendments or modifications to the board adopted FTIPs will be included in the Draft FSTIP if submitted to the Department seven days prior to the start of the public review of the Draft FSTIP. Amendments and modifications that do not meet this deadline will be included after the federal approval of the FSTIP. An FTIP amendment that is not available for concurrent public review with the FSTIP, will be available for 14 days via the Department's website.

Handout No. 3

Checklist for FTIP Amendment or Administrative Modification Submittal

A complete Amendment or Administrative Modification package must include the following:

1. Cover Letter and transmittal of FTIP Amendment or Administrative Modification package:

- a. FTIP Amendment: Address the cover letter to the Division Chief, Transportation Programming, Attn: Your FTIP Coordinator
- b. Administrative Modification: Address the cover letter to the Office Chief, Office of Federal Transportation Management Program, Attn: Your FTIP Coordinator
- c. Transmittal of the Amendment or Administrative Modification Package to Caltrans, Division of Transportation Programming:

If the total number of pages included in the package is less than 25, then the package can be transmitted electronically to your FTIP Coordinator; in that case MPO must submit original signed cover letter by mail to Caltrans, Division of Transportation Programming.

If the total number of pages included in the package is more than 25, then MPOs must mail 2 copies of the package along with the original signed cover letter to Caltrans, Division of Transportation Programming at the following address.

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

- d. MPOs also to mail copies of Amendments or Administrative Modifications to FHWA, FTA, and EPA. Copies to Caltrans District FTIP Coordinators and Caltrans District Local Assistance Engineers (DLAEs) are at the MPO's discretion and agreement with the Caltrans District in their region.

2. Signed copy of the Board Resolution (or for MPOs who do not process board resolution, a cover letter signed by the board-designated MPO official) certifying that:

- a. The amendment is consistent with the metropolitan transportation planning regulations per 23 Code of Federal Regulations Part 450
- b. The proposed amendment is consistent with the Regional Transportation Plan _____ (e.g 2030)
- c. As amended, the FTIP is financially constrained and the enclosed financial summary affirms that funding is available
- d. Air quality conformity: See "Attachment A" for guidance.
- e. The amendment does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP)
- f. Amendment is consistent with the public participation process adopted by the MPO

In the text of the resolution or in the cover letter for those MPOs who do not process board resolution, either describe the changes to all projects in the amendment or make reference to an attached project listing described under Number 5 below.

Note: If the above information is not included either in the board resolution or in a cover letter signed by the board designated MPO official, Caltrans will not be able to approve the amendment.

3. Updated financial summary that shows changes resulting from the amendment:

- a. Use format provide by Caltrans. See "Attachment B" for information.
- b. Include information covering the first four years of the FTIP
- c. Include financial adjustments resulting from prior administrative modifications.

- d. RSTP and CMAQ revenues do not exceed annual apportionments. If an MPO region receives additional CMAQ or RSTP apportionments and the associated Obligational Authority (OA) through an approved agreement with another MPO region; then the signed copy of the agreement must be included with the amendment that programs the additional revenue. In such case the donor MPO must make the corresponding adjustments to its revenue and programming through the next amendment.
- e. Revenue and expenditures for state-managed programs such as Highway Bridge, Safe Routes to School, Highway Safety Improvement Program, etc. must match the amounts provided by the Caltrans managers for these programs.

4. Summary of Changes:

Provide summary of changes for the projects included in the amendment. See "Attachment C" for the recommended format.

5. Project Listing:

- a. All project phases that are programmed in the FTIP must be fully funded.
- b. Include total funding for projects from all funding sources.
- c. Include matching funds, if any
- d. Include prior and current versions of the project listing, if possible
- e. If the funding for a phase is programmed over multiple years, then ensure that the project is scheduled to be implemented in separate phases as programmed, and each year in which funding is programmed will receive separate federal authorization (E-76 approval)
- f. Grouped projects must show funding for all phases under the "Construction" phase. The detailed project lists must also be provided in the amendment package.
- g. For "Non-construction/non-infrastructure" type projects, funding for all phases must be included under the "Construction" phase.
- h. Funding for STIP projects is consistent with CTC action.
- i. Projects with no funding programmed within the four years of FTIP and that are programmed in the FTIP to receive environmental approval must include the following statement in the project description:
"Project included in FTIP for environmental approval"

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #:

REVENUE SOURCES		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FEDERAL TOTAL²	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUE TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

NOTES:

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

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

³Innovative Finance: Toll revenues have been 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

