

Draft 2011

Federal Statewide Transportation Improvement Program (FSTIP)

Covering Federal Fiscal
Years
2010/11 through 2013/14



<http://www.dot.ca.gov/hq/transprog/fedpgm.htm>

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INTRODUCTION

The California Federal Statewide Transportation Improvement Program (FSTIP) is a statewide, multi-year, intermodal program of transportation projects, prepared by the California Department of Transportation (Department) in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies (RTPAs). The purpose of the FSTIP is to ensure that federal transportation funding continues to flow into California as a result of complying with federal regulations pertaining to programming projects for funding.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), extended by the 2010 Hire Act, requires all capital and non-capital transportation projects or identified phases of transportation projects proposed for funding under the Federal Transit Act and/or Title 23 of the Code of Federal Regulations (CFR) to be included in the FSTIP. This includes transportation enhancements, federal lands highways projects, trails projects, pedestrian walkways, transit, and bicycle transportation facilities. In addition, the FSTIP includes revenue estimates based on SAFETEA-LU.

The FSTIP must be updated at least once every four years, cover a programming period of four years, and contain a priority list of projects grouped by year. Currently, the FSTIP is updated every two years. The FSTIP must be financially constrained by year and include sufficient financial information to demonstrate that projects can be funded as programmed. Only projects with funds that are reasonably expected to be available may be programmed in the FSTIP. In Metropolitan Planning Organization's (MPO) air quality non-attainment and maintenance areas, all projects must be in conformity with the State Implementation Plan (SIP) for air quality before they can be programmed in the FSTIP.

Additionally, reasonable opportunity must be provided for public involvement during the developmental stages of the FSTIP. The Department has developed a public participation process that details the involvement opportunities provided to the public and interested parties during the development of the FSTIP (See Exhibit V). The FSTIP may be amended during its life cycle to reflect changes in project's scope, schedules, costs and priorities and to add or delete projects.

This FSTIP includes four fiscal years (2010/11, 2011/12, 2012/13, 2013/2014) for federal approval. Project listings are included in one of the following elements:

1. Projects listed in the eighteen MPO's Federal Transportation Improvement Programs (FTIPs) are incorporated by reference.
2. Projects in non-MPO, rural counties, including state highway projects, local highway projects, and transit projects are listed in Exhibit I.

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OVERVIEW OF TRANSPORTATION PROGRAMMING DOCUMENTS

All transportation projects funded with state or federal funds, and allocated by the California Transportation Commission (CTC), must be programmed through the state’s programming process for inclusion in the appropriate state programming documents. The two primary state programming documents are the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP), which are prepared several months in advance of the federal programming documents (FTIPs and FSTIP). The STIP and SHOPP program capacities are based on the 2010 State Transportation Improvement Program Fund Estimate (FE).

All federally funded transportation projects, including those allocated by the CTC, must also be included in federal programming documents. The federal documents are the FTIPs and the FSTIP. Projects in the state documents are included in the FTIPs and FSTIP, along with other federally funded projects, not subject to the state’s programming process.

State statute and practice integrate state and federal programming documents into a sequential process to conserve resources and streamline the programming process. Figure 1 demonstrates the relationship of the State of California’s and federal transportation programming documents.

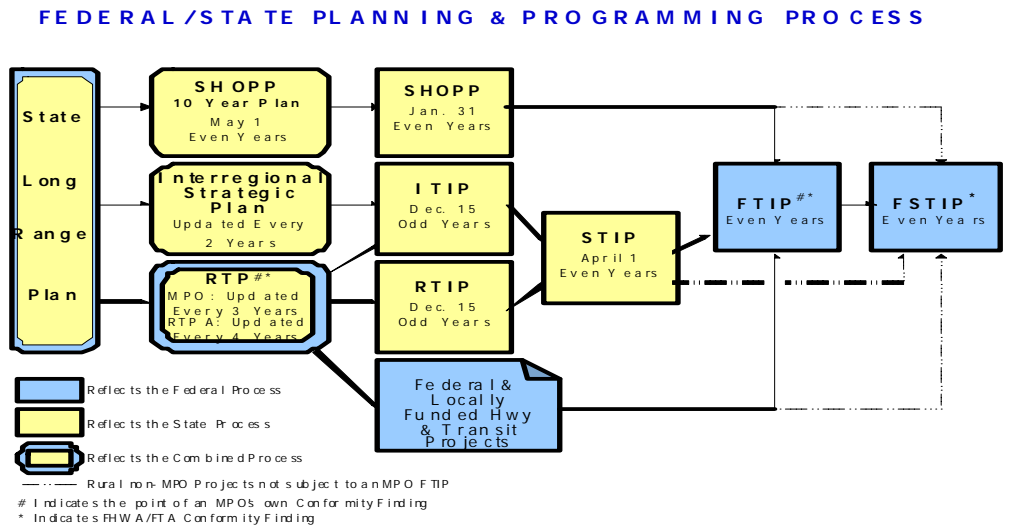


Figure 1

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CONSISTENCY WITH PLANS AND POLICIES

The California Transportation Plan

All projects in this FSTIP are consistent with the California Transportation Plan (CTP) as required by Title 23 Section 135 of the United States Code (USC) and Title 23 Section 450.214 of the CFR.

The CTP is a statewide, long-range transportation policy plan that provides for the movement of people, goods, services, and information. The CTP offers a blueprint to guide future transportation decisions and investments that will ensure California's ability to compete globally, provide safe and effective mobility for all persons, better link transportation and land use decisions, improve air quality, and reduce petroleum energy consumption. As defined by State statute, the CTP is not project specific. The CTP is developed by the Department and approved by the Governor or the Governor's designee.

Regional Transportation Plan

The foundation for regional transportation planning in California is the Regional Transportation Plan (RTP). Since 1969, RTPs have been funded and required by state and federal statutes (California Government Code Section 65080) and federal statutes (23 CFR, Section 134). The RTP establishes the rationale for the FTIP. The purpose of the RTP is to plan a coordinated and balanced regional transportation system, and include all forms of transportation such as mass transportation, highways, railroads, bikeways, maritime, goods movement and aviation facilities.

The RTP is required to consider the short (0-10 year) and long-term (10-20 year) future, and present clear, concise policy guidance to local, state, and federal officials. Additionally, the RTP contains a financial element that identifies all anticipated funding for included projects. The plan development is an open process that includes citizen participation, interagency consultation and addresses regional environmental and air quality issues. The CTC adopts guidelines for preparing RTPs. The latest document relating to the preparation of RTPs is the *2010 California Regional Transportation Plan Guidelines*.

Interregional Transportation Strategic Plan

The Interregional Transportation Strategic Plan (ITSP), prepared by the Department, is complementary to the RTPs. The ITSP addresses interregional concerns and is the basis for the Interregional Transportation Improvement Program (ITIP). The ITSP describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP). It identifies how the Department will work with regional agencies to consult and seek consensus on the relative priority of improvements. It recommends complementary actions by regional and local agencies to provide optimum integration of the state's transportation system.

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The plan addresses the state's visions, strategies, principles, objectives, and criteria for operating, developing, and improving interregional transportation facilities and services throughout the state. The ITSP identifies both Focus and High Emphasis interregional routes that meet the objective of completing a trunk system to higher standards connecting all urbanized areas.

SHOPP - Ten-Year State Highway Rehabilitation Plan

The Department, in accordance with Section 164.6 of the Streets and Highways Code, develops the SHOPP Ten-Year State Highway Rehabilitation Plan. The plan is prepared to identify the rehabilitation and reconstruction needs of all state highways and bridges under the jurisdiction of the state, and includes specific milestones and quantifiable accomplishments. The plan serves as the basis for the Department's budget request and for the adoption of the STIP, as well as to address the program elements included in the SHOPP.

California State Rail Plan

The Department of Transportation is required by state and federal law to complete a ten-year California State Rail Plan (Rail Plan) every two years. California Government Code Section 14036 requires the Caltrans to complete a ten-year rail plan with both passenger and freight rail elements, and that the Rail Plan be updated every two years, in addition, the federal Passenger Rail Investment and Improvement Act (PRIIA) requires that a state rail plan be developed and updated every five years. The 2009/10 to 2019/20 Rail Plan is delayed pending guidance from the Federal Railroad Administration (FRA). The passenger rail element of the plan reviews the current operations of the three state-supported intercity rail passenger routes, outlines ten-year plans for capital improvements and service expansions, and discusses potential new routes and services, including high-speed rail. The freight rail element of the plan presents an overview of the state rail system, looking at commodities and volumes of freight moving in and out of the state, and presents key rail freight issues impacting the state.

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PROJECT PROGRAMMING/SELECTION PROCEDURES & PRIORITIES

Project priorities in this FSTIP are by fiscal year. All projects in the earliest fiscal year are priority one, projects in the next fiscal year are priority two, and so on.

Projects included in this FSTIP are projects proposed for funding under Title 23 and/or the Federal Transit Act; projects for which approval is required by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA); and non-federally funded projects with regional transportation impacts.

Title 23, United States Code (USC) Section 135 requires that projects outside of the metropolitan planning areas on the National Highway System, or pursuant to the bridge and interstate maintenance programs, be selected by the state in consultation with affected local officials.

Projects included in an MPO's FTIP's and referenced within this FSTIP, were selected under procedures outlined by each MPO. The rural non-MPO projects were selected under several distinct selection processes established under state law - each of which is consistent with federal project selection requirements. Selection processes for projects within this FSTIP include following state and federal programs.

STATE PROGRAMMING

STIP

The STIP is a five-year planning document adopted every two years by the CTC that commits transportation funds for increasing capacity and improving operations related to rail, mass transportation, local highways, and the state highway system. The STIP consists of two broad programs, the Regional Transportation Improvement Program (RTIP), funded from 75 percent of new STIP funding, and the Interregional Transportation Improvement Program (ITIP), funded from 25 percent of new STIP funding. The RTIP is further subdivided by formula into county shares. The regions nominate RTIP projects to improve transportation in their respective region, while the Department nominates ITIP projects to improve transportation between regions.

Projects selected for the STIP are made without bias between MPO and rural non-MPO areas. STIP projects that fall within an MPO boundary are subsequently included in that MPO FTIP. Projects falling outside any MPO are specifically listed in this FSTIP as rural non-MPO projects.

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In order to develop the STIP, a FE must be prepared to estimate the total federal and state funds reasonably expected to be available over the STIP period. The STIP is funded from the following sources:

- State Highway Account (SHA), including federal apportionments
- Public Transportation Account (PTA)
- Transportation Investment Fund (TIF)
- Transportation Facilities Act fund (TFA)

Funding for the new STIP is available only after costs for state operations, state highway maintenance and operations, SHOPP capital, and subventions to local agencies have been funded.

Transportation Enhancements (TE)

Per CTC Resolution G-03-13 adopted in August 2003, the Transportation Enhancement (TE) program is administered through the STIP. The 2010 STIP Guidelines further clarify and direct programming of TE funded projects into the STIP. Seventy-five percent of the TE funds are available for use by the regions through the MPOs and RTPAs (regional TE), and 25 percent is available to the Department (state TE). All TE projects must have verification from the Department that the project is eligible for federal TE funding prior to the allocation of funds.

Proposition 1B

As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, STIP augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

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SHOPP

The 2010 SHOPP was prepared in accordance with Government Code Section 14526.5, Street and Highways Codes Section 164.6 and the strategies outlined in the Department's Policies for Management of the SHOPP. The 2010 SHOPP is a four-year program of projects for the fiscal years 2010/2011 through 2013/14. The purpose of the SHOPP is to adequately maintain and operate the State Highway System. The FSTIP programs the SHOPP in the following categories: emergency response, mandates, roadway preservation, collision reduction, bridge preservation, roadside preservation, and mobility.

The 2010 FE provides \$6.75 billion for the 2010 SHOPP four-year period, including capital outlay support. To ensure that SHOPP would be fully funded, SHOPP program expenditures in the FE were based on a constrained SHOPP level of \$1.69 billion for the first three years (2010/11, 2011/12 and 2012/13) and \$1.68 billion in 2013/14 with no annual escalation. The selection of new projects in the 2010 SHOPP was based on policies and goals included in the 2007 Ten-Year SHOPP Plan.

SHOPP projects that fall within an MPO boundary are subsequently included in that MPO FTIP. Projects falling outside any MPO are specifically listed in this FSTIP.

Traffic Congestion Relief Program (TCRP)

The purpose of the TCRP, as stated in the AB 2928, is to provide funding for transportation projects that would relieve congestion, connect transportation systems, and provide for better goods movement. The TCRP consists of 141 projects designated in legislation (SB 1662) to be implemented with the intent of providing the TCRP funds to these projects to fully fund some projects, provide "gap" funding for projects that had other committed funds, and to "jump start" other projects and provide an incentive to commit other fund sources (local, federal, etc.). Currently, TCRP funds are to be generated from a combination of Proposition 1A and revenues generated by the Tribal Gaming Compacts.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Regional Surface Transportation Program (RSTP)

In California, all RSTP funds and other funds that are apportioned by population pursuant to Title 23 Section 133 of the United States Code, including funds apportioned for areas with populations under 200,000 in population, are sub-allocated by population to MPOs and RTPAs. CMAQ funds are sub-allocated to the same agencies in non-attainment and maintenance areas based on population and severity of pollution. The MPOs and RTPAs make project programming/selections for these programs in consultation with the state and local agencies.

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Highway Bridge Program (HBP)

In accordance with state law and in cooperation with regional and local officials, the Department has developed procedures, adopted by the CTC, for project selection and the administration of federal HBP funds. Under these procedures, 45 percent of the available funds are expended on state highway bridges and 55 percent on local highway bridges. The selection of projects on the state highway system is made by the Department through the SHOPP process. Projects on local systems are nominated by the local agencies and selected by the Department from a priority list, on the basis of bridge deficiency ratings, seismic and scour deficiencies, and readiness to deliver.

Safety Program

Under state law, the Department has responsibility for the oversight and administration of the Highway Safety Improvement Program, the High Risk Rural Roads program, the Railway-Highway Crossings Program, and the Safe Routes to School Program. Pursuant to Section 2333 of the Streets and Highways Code, approximately 50 percent of the available federal funds for this program are allocated for state highway system projects and 50 percent for local roadway system projects. The selection of projects on the state highway system is made by the state through the SHOPP process. The selection of projects on local roadway systems is made by the state from candidate projects submitted by local agencies.

Federal Lands Highways Program

This program provides transportation planning, research, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations. These projects are selected by various federal agencies including the Central Federal Lands Highway Division in cooperation with the Department and local government agencies. State concurrence in these selections is required.

State-administered Federal Transit Programs

The Federal Transit Administration (FTA), on behalf of the U.S. Secretary of Transportation, annually allocates apportioned funds to the governor of each state. The Governor delegated to the California Department of Transportation (Caltrans), Division of Mass Transportation (DMT), to receive and administer the following FTA grant programs:

49 USC Section 5310:

The selection of individual projects for Section 5310, Elderly and Persons with Disabilities Program is awarded through a statewide competitive application process. RTPAs and the statewide review committee score applications to create a statewide-prioritized list. The number of projects funded is determined by the annual 5310 Federal

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grant apportionment and approved by the California Transportation Commission (CTC). Allocation or apportionment is not based on geographic area. Caltrans DMT utilizes 5% for administrative costs. The balance (95%) is available for projects. The project selection procedures and criteria are described in the Department's Section 5310 Statewide Management Plan at: <http://www.dot.ca.gov/hq/MassTrans/5310.html>

49 USC Section 5311:

This program provides funds for public transportation projects in Non-Urbanized areas. The Department is the delegated recipient of these funds. The Division of Mass Transportation administers and manages the Section 5311 Program jointly with the assistance and support of the District Transit Representatives in 11 of the 12 District Offices. Each year the total appropriated funds that are allocated to California are distributed in the following matter:

- 70% Regional Apportionment
- 15% Intercity Bus (5311(f))
- 15% Administrative costs

The selection of projects for the regional apportionment is made jointly by local transportation planning agencies (MPOs, RTPAs, Council of Governments, Transportation Commissions) and Caltrans DMT in cooperation with local transit operators. The selection of projects for the FTA Section 5311(f) intercity bus program is made jointly through a Review Committee and Caltrans DMT. All program and project selection procedures and criteria are described in the Section 5311 Statewide Management Plan at: <http://www.dot.ca.gov/hq/MassTrans/5311.html>.

49 USC Section 5316:

Caltrans DMT administers the Job Access Reverse Commute (JARC) formula grant program in the small urban and rural areas statewide. An annual statewide competitive application process is conducted to award JARC grants. DMT provides funds for transportation projects for planning, capital, and operating costs for JARC projects to transport welfare recipients and eligible low-income individuals to and from jobs and employment related activities. Focus is on the expansion of existing public transit service, late night and weekend service, new transit service, and promotion of transit vouchers and employer-provided (including IRS transit benefit program) transportation. Caltrans uses 10% for administrative costs and the balance (90%) is available for projects. All program and project selection procedures and criteria are described in the Section 5316 and 5317 Statewide Management Plan at: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

49 USC Section 5317:

Caltrans DMT administers the New Freedom Program for transportation projects for disabled individuals beyond what is required by the Americans with Disabilities Act of 1990. New Freedom Program projects provide new public transportation services and

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alternatives for disabled persons commuting to and from jobs, and employment support services. Program of projects are competitively selected through a statewide competitive selection process. Caltrans uses 10% for administrative costs and the balance (90%) is available for projects. All program and project selection procedures and criteria are described in the Section 5316 and 5317 Statewide Management Plan at: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Local/Regional Administered Federal Transit Programs

The FTA makes the selection of individual projects for the Section 5309, Capital Investment Grants (49 USC 5309), from proposals by the urbanized transit operators. Capital Investment Grants provide capital assistance for fixed guideway modernization, construction and extension of new fixed guideway systems, bus and bus related equipment, and construction projects.

The selection of individual projects for the Section 5307, Urbanized Area Formula Program (49 USC 5307), is made by the MPO upon recommendation by the regional transit operators. Generally, these funds are apportioned by the MPO to the urbanized operators within the region on a formula basis. The operators can use these funds for operating assistance, planning, and capital projects. The short-range transit plans adopted by the operators provide the planning justification for project selections.

Expedited Project Selection Procedures

Federal regulations, 23 CFR Part 450 and Title 23 of the USC, allow for the movement of projects within the quadrennial element of the FSTIP subject to project selection procedures agreed by the cooperating parties. The Department, acting as the MPO for the rural, non-MPO region of the state, has in place a formal project selection process for the rural, non-MPO portion of FSTIP as required by the federal regulations.

The Department has selected all of the projects from the quadrennial period of the 2011 FSTIP based on the formal project selection process and in cooperation with the respective advisory committees. Therefore, the Department has met the intent of the law for the expedited project selection process and may move projects within the four years of 2011 FSTIP without amending 2011 FSTIP.

The Department acknowledges that moving projects under such procedure will not invalidate the financial constraint of 2011 FSTIP

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FSTIP FINANCIAL PLAN

Title 23 CFR, as amended by SAFETEA-LU, requires, FTIPs and the FSTIP to be financially constrained, and to include a financial plan that reflects available federal, state, and local funding sources. State approval of the MPO FTIPs constitutes concurrence with the FTIP financial plan. The Department works with all MPOs to ensure new FTIPs and amended FTIPs reflect these requirements.

Revenue Projections & Assumptions

1. State funds
 - State excise taxes on motor vehicle fuels
 - Motor vehicle weight fees
 - State sales taxes on motor vehicle fuels
 - Proposition 1 B funds

2. Federal Highway Administration (FHWA) Apportionments
 - Interstate Maintenance
 - National Highway System
 - Surface Replacement & Rehabilitation
 - Highway Bridge Program
 - Congestion Mitigation & Air Quality Improvement
 - Safety
 - Recreational Trails
 - Metropolitan Planning
 - Rail-Hwy Crossings
 - Border Infrastructure Program
 - Safe Routes to School
 - High Risk Rural Roads
 - High Priority Projects
 - Highway Safety Improvement Program
 - Equity Bonus
 - State Planning and Research

Programmed Expenditures

The state funds programmed in the STIP and the SHOPP are managed at the statewide level and constrained to revenues available each year as shown in the 2010 FE.

Federal funds that are apportioned to California's regions are programmed by the MPOs and by the Department for Rural non-MPO regions. The Department has provided MPOs with revenue estimates and targets for specific FHWA program funds such as the

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Congestion Mitigation and Air Quality Improvement Program, the Regional Surface Transportation Program, and the Highway Bridge Program. Regional and local transit operators primarily program federal transit funds.

The statewide summary in Exhibit III demonstrates the financial constraint of this FSTIP. The Department concurs with the MPOs that their FTIPs are financially constrained.

Innovative Financing

- ***Advance Construction***

The Department uses a variety of federally approved innovative finance tools to fund federally eligible projects and improve mobility throughout the state. Advance Construction (AC) is one of such tools that has been used extensively in California as a cash flow management tool in financing federally eligible transportation projects. AC is not a fund source but a tool, which provides the flexibility to make the most efficient use of available funds, while advancing projects to meet program goals and project delivery schedules.

The use of AC to authorize projects and conversion of AC to regular federal funding are financial management tools that allow states to deliver transportation projects, using non-federal funds for expenditures, while maintaining the eligibility of obtaining federal reimbursement for these costs in the future. This mechanism allows states to advance projects when sufficient Federal Aid Highway Program apportionments and/or Obligation Authority (OA) are not available. When sufficient apportionment and OA become available, by law, the federal reimbursement can be obtained by partial or full conversion of the AC project to normal federal funding.

The Department develops the FSTIP based on the biennial FE. The FE provides an estimate of all federal and state resources reasonably expected to be available for programming over the subsequent five-year period. For the purposes of available revenue estimates, the FE assumes that most of the Department's programmed projects on the State Highway System are initially authorized using the AC process and funded with State Highway Account (SHA) funds. The SHA is replenished when the project is converted from AC to a federal aid project and reimbursement is received from the FHWA. By programming to the FE available capacity, the Department ensures that programming of State Highway System projects are fiscally constrained.

In addition, the Department assures that the AC balance does not exceed the federal limitation on AC. Included in this document (Exhibit I) is the list of projects that are currently authorized as AC and may be converted to federal funding during the 2011 Federal Statewide Transportation Improvement Program period

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- ***Grant Anticipation Revenue Vehicles (GARVEE) Bonds***

The California [Legislature](#) authorized the use of GARVEE financing to accelerate the funding and construction of critical transportation infrastructure projects in order to provide congestion relief benefits to the public significantly sooner than traditional funding mechanisms. The Department finances various Federal-aid eligible projects from the STIP and SHOPP programs using GARVEE bond innovative financing mechanism.

Projects that are eligible for GARVEE financing are highway or other transportation projects eligible under State law for the STIP and eligible under Federal law for federal funds apportioned to the state which have environmental clearance and a completed project design. Projects must also meet all federal requirements, including compliance with the National Environmental Protection Act ([NEPA](#)).

STIP:

All GARVEE bond debt service through FY 2011/12 has been accounted for in the 2010 STIP revenue. Each GARVEE bond will be structured for debt service payments over a term of not more than 12 years. GARVEE bonds cover only the federally funded portion of a project's cost (generally 88.5 percent). GARVEE bonding in California is structured so that the State's future federal transportation apportionments cover all debt service payments. The California Transportation Commission's policy is that the non-federal portion of project costs will be programmed within current STIP and SHOPP capacity.

SHOPP:

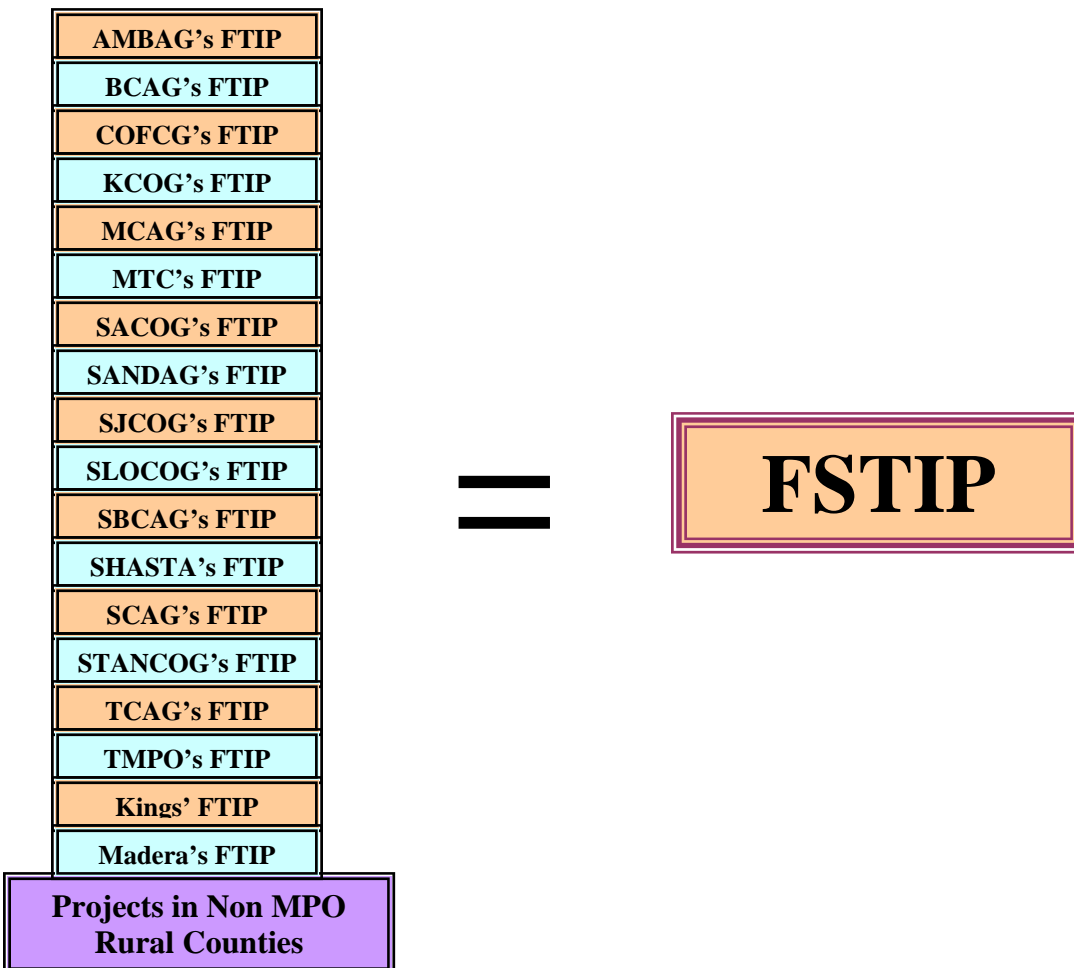
GARVEE bond financing is utilized in the 2010 SHOPP to finance several large rehabilitation and reconstruction projects that would otherwise not be afforded by the available State Highway Account funding. This financing mechanism allows various strategic projects to be delivered within the 2010 SHOPP period.

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MPO FTIPs

The MPO FTIPs are four to six year programs for transit and transit-related improvements, bicycle and pedestrian, rail improvements, and highway improvements that are currently adopted by the MPOs every two years. Each MPO's FTIP identifies projects and priorities within their geographic region constrained to available revenues. Each MPO's FTIP includes project listings with individual project descriptions, costs, anticipated funding sources, and year of proposed work. In air quality non-attainment and maintenance areas subject to transportation conformity requirements, the FHWA and FTA as well as the MPO, must make a conformity determination on any updated or amended FTIP in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations.

There are eighteen designated MPOs in California (Figure 2). All of the MPOs have adopted new FTIPs in 2010 that are approved by the state for inclusion in the 2011 FSTIP. Each of these approved FTIPs, together with any approved FTIP amendments and technical corrections, is incorporated in this FSTIP by reference.



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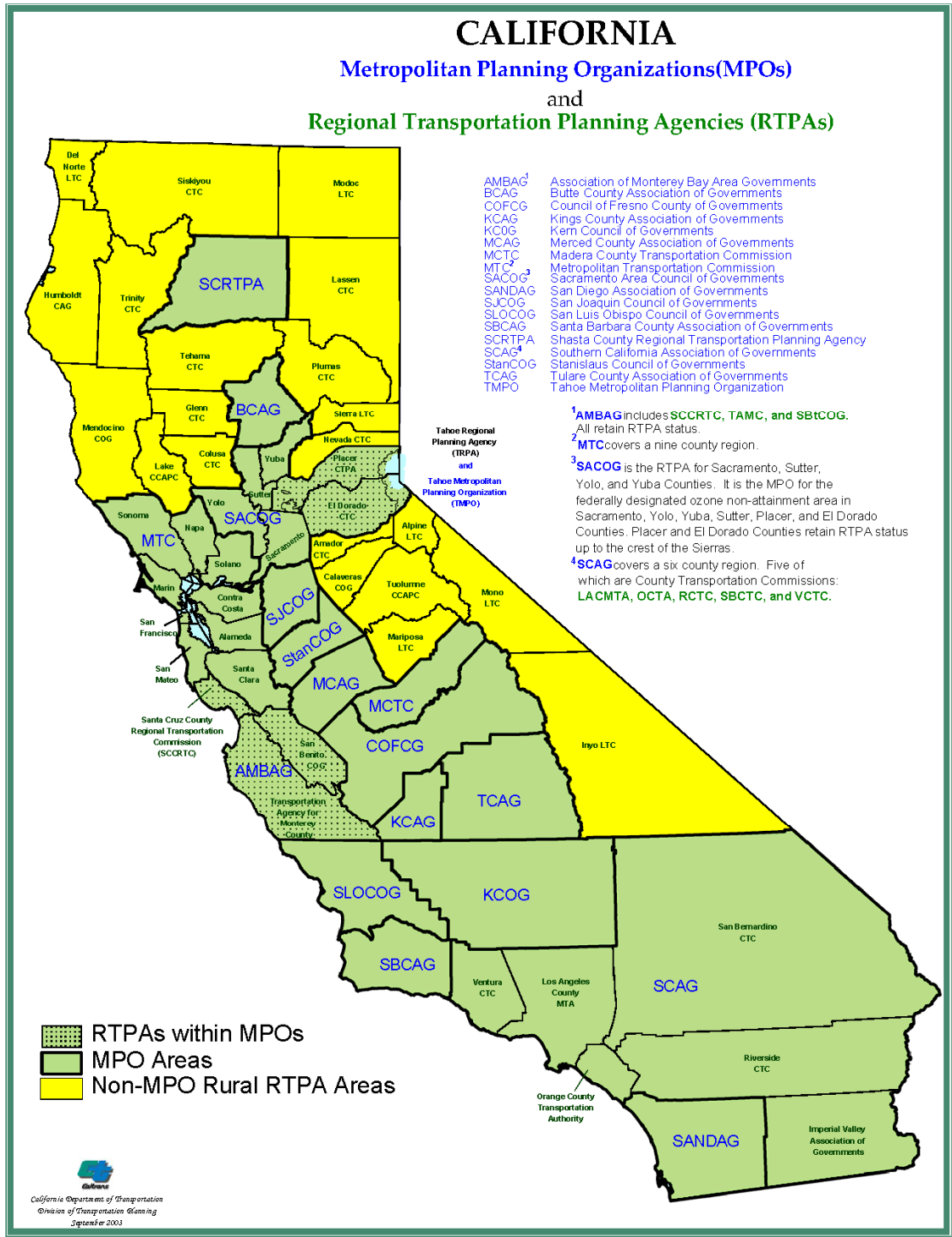


Figure 2

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The recently approved MPO FTIPs are synchronized with this FSTIP programming period (Table 1). Each of the FTIPs begins with the 2010/11 fiscal year, identified as year one for project priority selection purposes. Programming periods vary. Some FTIPs replicate the FSTIP four year programming period, while others include additional years beyond the fourth year for informational and/or conformity purposes. The programming within these FTIPs are incorporated by reference for the four year FSTIP programming period.

Table 1

Listing of updated FTIPs Covering the Four Fiscal Year Period 2010/11 to 2013/14		
MPO/ Web Link	Fiscal Year Period	MPO Adoption Date
Association of Monterey Bay Area Governments (AMBAG) http://www.ambag.org/programs/met_transp_plann/mtip.html	2010/2011 to 2013/2014	September 23, 2010
Butte County Association of Governments (BCAG), http://www.bcag.org/Planning/2011-FTIP/index.html	2010/2011 to 2013/2014	August 26, 2010
Council of Fresno County Governments (COFCG) http://www.fresnocog.org/document.php?hwn=272	2010/2011 to 2013/2014	July 29, 2010
Kern Council of Governments (KCOG) * http://www.kerncog.org/cms/transportation/ftip	2010/2011 to 2013/2014	July 15, 2010
Kings County Association of Governments (KCAG) http://www.countyofkings.com/kcag/index.htm	2010/2011 to 2013/2014	July 28, 2010
Madera County Transportation Commission (MCTC) http://www.maderactc.org/index.html	2010/2011 to 2013/2014	July 21, 2010
Merced County Association of Governments (MCAG) * http://www.mcagov.org/publications/trans.html	2010/2011 to 2013/2014	July 15, 2010
Metropolitan Transportation Commission (MTC) http://www.mtc.ca.gov/funding/tip/draft2011.htm	2010/2011 to 2013/2014	October 27, 2010
Sacramento Area Council of Governments (SACOG) http://www.sacog.org/mtip/next/	2010/2011 to 2013/2014	September 9, 2010
San Joaquin Council of Governments (SJCOCG) http://www.sjcog.org/Programs%20&%20Projects/Transportation_files/Funding.htm	2010/2011 to 2013/2014	July 22, 2010
San Luis Obispo Council of Governments (SLOCOG) http://www.slocog.org/cm/Programs_and_Projects/Funding_and_Programming/Home.html	2010/2011 to 2013/2014	October 6, 2010
Santa Barbara County Association of Governments (SBCAG) http://www.sbcag.org/programming/FTIP/2011/2011FTIP.html	2010/2011 to 2013/2014	September 20, 2010
San Diego Association of Governments (SANDAG). http://www.sandag.org/index.asp?projectid=363&fuseaction=projects.detail	2010/2011 to 2013/2014	September 24, 2010

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Listing of updated FTIPs Covering the Four Fiscal Year Period 2010/11 to 2013/14		
MPO/ Web Link	Fiscal Year Period	MPO Adoption Date
Shasta County RTPA http://www.scrtpa.org/RTtips.html	2010/2011 to 2013/2014	July 27, 2010
Southern California Association of Governments (SCAG) http://www.scag.ca.gov/ftip/index.htm	2010/2011 to 2013/2014	September 2, 2010
Stanislaus Council of Governments (StanCOG) * http://www.stancog.org/	2010/2011 to 2013/2014	July 21, 2010
Tahoe Metropolitan Planning Organization (TMPO) http://www.tahoempo.org/	2010/2011 to 2013/2014	September 22, 2010
Tulare County Association of Governments (TCAG) * http://tularecog.org/ftip.php	2010/2011 to 2013/2014	July 19, 2010

* Includes Amendments for the following MPO's: KCOG , MCAG , StanCOG and TCAG

PROJECTS IN NON-MPO AREAS

The Non-MPO rural areas include: Amador, Alpine, Tuolumne, Mariposa, Del Norte, Lassen, Modoc, Plumas, Siskiyou, Tehama, Colusa, Glenn, Nevada, Sierra, Trinity, Mono and Inyo LTC's, Humboldt CAG, Lake, Calaveras, and Mendocino. The project listings in Exhibit I include highway, transit, bicycle, pedestrian, Transportation Enhancement, CMAQ Program, High Risk Rural Roads, Safe Routes to School, Highway Bridge Program, Highway Safety Improvement Program projects located in rural, non-MPO areas of California.

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OPPORTUNITIES FOR PUBLIC PARTICIPATION

California encourages the public and interested parties to engage in the planning process, particularly at the local level, and to stay involved throughout the many stages of transportation project development. Federal laws and regulation require public involvement during the transportation planning and decision-making process. These laws and regulations flow from legislation typically passed every six years that accompanies “reauthorization” of new transportation funding. The most recent reauthorization, SAFETEA-LU, required the State to develop a Public Participation Plan (PPP) for the long-range State transportation plan and the State’s list of prioritized transportation projects compiled from local and regional long range plans. SAFETEA-LU required the State to develop a process that would provide opportunities for public input in the development of the PPP, would ensure full and open access to all interested parties, and would revise the process based on public input, as appropriate.

The development of the PPP included engaging various focus groups, in addition to conducting stakeholder interviews and a web survey. The focus groups, interviews, and web survey helped to determine the public’s level of knowledge, awareness, and interest in the CTP and FSTIP, and to identify preferred methods for public outreach and involvement. Using the initial input we received, the draft PPP was developed and made available on the Department’s Division of Transportation Programming webpage, by postal and electronic mail to stakeholders and reviewing agencies for review and comment through May 1, 2008. The PPP was also distributed for state agency review and comment through the State Clearinghouse within the Governor’s Office of Planning and Research. On June 30, 2008, the Department completed the PPP (See Exhibit V).

The Department is committed to a continuous evaluation of the effectiveness of the public participation process and to update the PPP as warranted. During the development of the 2011 FSTIP, the PPP was discussed in detail at the 2011 FSTIP workshop. Specifically, MPOs were encouraged to review their own PPP to better inform the public, streamline processes, and address any concerns regarding the PPP process expressed by the general public as well as local, State, and Federal agencies. The current process has been working well for MPOs and Caltrans. Caltrans will continue to monitor the process and coordinate future workshops and discussions on the FTIP/FSTIP process, as needed. This process will be reviewed at a minimum of every five years as required in Title 23 Code of Federal Regulations.

USC, Title 23, Section 135 requires opportunity for public comment on proposed improvement programs and continued the strong federal emphasis on public participation. Each of California’s eighteen MPO FTIPs, which is included in the FSTIP by reference, was developed in accordance with the MPO’s PPP. The public and interested parties were provided opportunities to comment on the 2011 FTIP prior to board adoption and approval.

Currently, the Department updates the FSTIP every even year. During this update and with sequential updates, the FSTIP will be made available for public review and comment for approximately 14 to 30 days. Following approval of the FSTIP by FHWA

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and FTA, amendments to the FSTIP may be processed as needed. Minor changes to the FSTIP processed through administrative modifications do not require public review. FSTIP amendments are available for public comment concurrent with, or subsequent to, the public comment period for individual MPOs' FTIP amendments. Amendments for projects in rural counties are available for public comment via the Internet at the State level and/or at the regional level.

AIR QUALITY CONFORMITY

All projects included in this FSTIP in non-attainment or attainment-maintenance areas under the Federal Clean Air Act, where conformity requirements apply pursuant to Title 42, Section 7506(c) of the United States Code, conform with the State Implementation Plan (SIP) for Air Quality in accordance with the requirements of the Clean Air Act Amendments of 1990, except as described in Exhibit II, Part V of this document.