

Stanislaus Council of Governments

Federal Transportation Improvement Program

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EXECUTIVE SUMMARY

The Stanislaus Council of Government's (StanCOG) 2011 Federal Transportation Improvement Program (FTIP) is a region wide, multi-year, intermodal program of transportation projects, prepared by StanCOG in cooperation with its Member Agencies, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The 2011 FTIP programs the region's projects over the next four fiscal years (2010/11, 2011/12, 2012/13 and 2013/14) for state and federal approval. The purpose of the FTIP is to ensure that federal transportation funding continues to flow into the Stanislaus region as a result of complying with federal regulations pertaining to programming.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) is the current federal transportation bill and requires each Metropolitan Planning Organization (MPO) to prepare a FTIP. SAFETEA-LU further defines the FTIP process as focusing on the following enhanced Planning elements and 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 FTIP. Projects include transportation enhancements; federal lands highways projects, trails projects, pedestrian walkways, transit, and bicycle transportation facilities. In addition, the FTIP includes revenue estimates based on SAFETEA-LU.

The 2011 FTIP is a compilation of projects selected in cooperation with our Member Agencies and Caltrans from StanCOG's 2011 Regional Transportation Program (RTP), the State Transportation Improvement Program (STIP), state funding programs and other programs using federal funding. All surface transportation projects requiring or utilizing federal funding or a federal action to proceed must be included in the FTIP. It should be noted that aviation projects are not required to be included in the FTIP. Additionally, federal planning regulations governing MPOs require regionally significant, non-federal projects to be included in the FTIP for "information purposes and air quality analysis..." [CFR 450.321 (f)(5)].

The FTIP must be updated at least once every four years, cover a programming period of four years, and contain a list of projects grouped by year. Currently the FTIP is updated every two years. The FTIP must be financially constrained by Federal Fiscal Year (FFY) 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 FTIP. Additionally, the Stanislaus region is in an air quality non-attainment area therefore all projects must also be in conformity with the State Implementation Plan (SIP) for air quality before they can be programmed.

Reasonable opportunity must be provided for public involvement during the developmental stages of the FTIP. StanCOG has developed a public participation process that details the involvement opportunities provided to the public and interested parties during the development of the FTIP. The FTIP may be amended during its life cycle to reflect changes in project's scope, schedules, costs and priorities and to add or delete projects.

REGIONAL SNAPSHOT

Detail of the Stanislaus Region

Stanislaus County is the fourth largest County in the San Joaquin Valley, encompassing approximately 1,521 square miles. There are nine incorporated cities: Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford. The county contains two federally recognized urbanized areas known as the Modesto-Ceres Urbanized Area and the Turlock Urbanized Area. Stanislaus County's total population is approximately 526,383 (2009, CA Department of Finance).

About the Stanislaus Council of Governments

StanCOG is the Stanislaus Region's Metropolitan Planning Organization. Its membership is comprised of the Cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, Waterford and the County of Stanislaus. The agency is governed by a 16-member policy board consisting of representatives from each of its ten Member Agencies and an ex-officio Caltrans delegate. StanCOG is responsible for the coordination and allocation of federal and state funds to transportation and transit projects throughout the Stanislaus Region.

StanCOG is designed to be the central link between local governments within Stanislaus County. StanCOG serves to facilitate intergovernmental communication to gain a comprehensive understanding of local needs and priority transportation projects. From this collaborative effort, StanCOG coordinates transportation planning and funding resources to a variety of transportation projects that address regional and local transportation needs and objectives.

Mission, Authority & Function

StanCOG has endeavored to develop procedures and processes that address regional transportation planning issues. Focusing on growth and other related impacts, StanCOG strives to encourage the involvement of our Member Agencies, local jurisdictions, citizens and the State utilizing state of the art planning tools to address transportation, planning and stewardship issues impacting the region. StanCOG's Mission is:

"To provide planning coordination that enhances the quality of the life in the Stanislaus Region by working with local governments, state and federal agencies and the public to create real solutions to regional transportation issues"

Through these established procedures and processes, StanCOG is working towards the development of a dynamic transportation network that safely and efficiently moves people and goods, improves the Region's air quality and enhances the lives of the Region's residents.

The StanCOG Policy Board

The Policy Board is StanCOG's governing body. It is composed of 16 representatives from each member jurisdiction, and a Caltrans ex-officio delegate. The Policy Board's purpose is to guide policy making decisions through a collaborative and cooperative process to include interests and resources from each local jurisdiction. The Board establishes the direction and immediate policies for transportation improvement projects proposed and planned.

A separate policy advisory committee composed of a designated representative from the member jurisdictions, and assisted by a technical advisory committee provides technical details to the Policy Board regarding current projects, policies and regulations. The Policy Board utilizes these resources to formulate a comprehensive analysis to guide their policy making decisions and work activities.

Planning Coordination with the Eight San Joaquin Valley Councils of Governments

The San Joaquin Valley consists of the counties of Stanislaus, San Joaquin, Merced, Madera, Fresno, Tulare, Kings and Kern. These eight counties share an air quality basin that currently does not meet the air quality standards set forth in the Federal Clean Cities Air Act or the California Clean Air Act. The eight Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District have entered into a Memorandum of Understanding (MOU) to ensure a coordinated transportation/air quality planning approach. The MOU defines a cooperative process designed to achieve compliance with the air quality conformity provisions of the Safe, Accountable, Flexible, Efficient Transportation Act – A Legacy of Users (SAFETEA-LU).

A second MOU exists between the eight agencies to ensure a coordinated, cooperative planning process on issues of mutual concern. Additional coordination occurs within the three counties of Stanislaus, San Joaquin, and Merced. Mutual planning/programming efforts between the 8-Valley COGs include cooperative efforts in the creation of this FTIP, the 2011 RTP and the Air Quality Conformity Assessment.

Expanded Consultation

SAFETEA-LU requires MPO's and states to consult "as appropriate" with federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The RTP, FTIP and all other plans and programs (including amendments) are subject to interagency consultation (IAC) and the Intergovernmental Review Process (IRP), which affords all of the target agencies of this planning element an opportunity to participate in the development of all Plans and programs. StanCOG also has an extensive contact list of members of these agencies, and routinely gives these agencies a "reasonable opportunity" to consult and comment on the various plans and programs published by StanCOG. StanCOG does not accept any responsibility for agencies that choose not to participate in these consultations.

THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

The FTIP is the regional programming document that identifies all of the regionally significant transportation projects that have received transportation funding in the region and are moving toward implementation. The federal requirement for MPOs to complete a Transportation Improvement Program has been in effect since the first transportation legislation. This legislation stipulates that no project may receive federal funding unless it is contained in an approved FTIP.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)

SAFETEA-LU is the current transportation bill which requires that all MPOs prepare a FTIP.

StanCOG is the Stanislaus Region's MPO and is required by federal and state law to develop an FTIP (23 U.S.C. §134 (h) and 49 U.S.C. § 5303(H); Cal. Government Code §§14527, 65082 and 130301 et seq.). The FTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. StanCOG has developed the 2011 FTIP in cooperation with the California Department of Transportation (Caltrans), the California Transportation Commission (CTC) and our member agencies and public transit operators. Federal and state rules and regulations require that the FTIP be:

- Updated at least every four years, adopted by STANCOG, and then sent to the Governor for approval. StanCOG updates the FTIP every two years.
- Developed consistent with the StanCOG Public Participation Plan and the AB 1246 consultation process with the CTC and Caltrans as set forth in the Public Utilities Code Section 130059.
- Consistent with the StanCOG long-range RTP as the FTIP implements the projects and programs in the RTP.
- Compatible with the State STIP development and approval process
- Subject to compliance with the conformity requirements established in the San Joaquin Valley federally designated non-attainment area; the FTIP shall give priority to eligible Transportation Control Measures (TCMs) identified in applicable State Implementation Plans (SIPs) in accordance with the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR § 93) and shall provide for their timely implementation. TCMs are transportation projects and programs that are identified in applicable SIPs to help reduce air pollution from mobile sources. The 2011 FTIP must pass the five federal conformity tests, including timely implementation of TCMs, regional emissions analysis, fiscal constraints, interagency consultation, and consistency with the RTP.
- Consistent with financial constraint regulations (23 CFR §450.324(i)) that stipulate “financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to

be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated.” Projects in air quality non-attainment and maintenance areas can be included in the first two years of the FTIP and STIP only if funds are “available and committed” (23 CFR § 450.324 (i)). Therefore, non-attainment and maintenance areas may not rely on proposed new taxes or other new revenue sources for the first two years of the FTIP and STIP until such sources have been enacted by legislation or referendum. In addition, federal funds distributed on a discretionary basis (including Section 5309, earmarks, and demonstration funds) are not considered available or committed until they are awarded by the United States Department of Transportation (USDOT) as discretionary funds or authorized by Congress such as High Priority projects. Revenue and cost estimates for the FTIP must use an inflation rate(s) to reflect “year of expenditure dollars” based on reasonable financial principles and information [23 CFR § 450.324 (h)].

FTIP Project List Development

The 2011 FTIP has been developed from the 2011 RTP project lists that identify various Transit, Roadway and Bicycle and Pedestrian projects throughout the Stanislaus Region, the State Transportation Improvement Program (STIP), urbanized and non-urbanized area funding programs, and other programs using federal funding. Any surface transportation project requiring federal funding or a federal action to proceed must be included in the FTIP; aviation projects are not required to be listed. In addition, MPO federal planning regulations require regionally significant non-federal projects to be listed for "information purposes and air quality analysis..." [CFR 450.321 (f)(5)]. The 2011 FTIP Project List is found in Appendix A.

Financial Constraint

The FTIP is a financially constrained multi-modal transportation improvement program developed by the MPO in cooperation with its member agencies and in cooperation with State and Federal agencies. It provides an overall picture to the federal government illustrating current and pending uses of federal and state transportation funds. In essence, the FTIP is the 4-year incremental implementation of the long-range, 2011 Regional Transportation Plan (RTP). The FTIP serves to present to federal and state funding agencies manageable components of funding the long-range plan. The 2011 FTIP Financial Tables can be found in Appendix B

Projects are derived from the following sources:

- The 2011 Regional Transportation Plan;
- The adopted STIP and State Highway Operation and Protection Plan (SHOPP) and the Transportation Enhancement (TE) Activities program approved by the CTC;
- The Regional Surface Transportation Program (RSTP), and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, projects approved by the MPO and Federal Demonstration Projects;
- Federal transit projects and programs listed in current, pending, or near-future grants funded under the Federal Transit Act;

- Other maintenance and safety programs, including Federal bridge, seismic retrofit, and other safety projects;
- Local sales tax measure and developer-funded projects on State highways; and, Regionally significant, non-federally funded projects that have other funding sources either "committed" for the first year of the FTIP's quadrennial element, or "reasonably expected to be available" for second and subsequent years pursuant to the 1990 Clean Air Act Amendments.

StanCOG's 2011 FTIP provides the 4-year list of projects programmed and project segments to be carried out over the next four-year period (2010 - 2014). The Financial Plan has been developed to demonstrate how the 2011 FTIP can be implemented. The financial plan also specifies all public and private resources and financing techniques that are expected to be used to carry out the program.

These and other federal and state-mandated FTIP requirements are described in the sections that follow.

Consistency with other Documents

State and federal laws and regulations require that the FTIP be developed consistent with specified State, regional and local plans. StanCOG finds that the 2011 FTIP is consistent with the following documents:

- **Regional Transportation Plan (RTP)**

The RTP is the coordinated long range transportation plan for the region's nine cities and the unincorporated county. StanCOG's long range transportation plans for the region are articulated within the RTP. The RTP includes an assessment of overall growth and economic trends in the region, and provides a strategic direction for transportation capital investments.

The RTP is updated every four years to reflect the latest state and federal transportation laws and policies. It discusses new planning priorities, changing projections of growth, and the region's increasing travel demand. In each four year update, StanCOG strives to ensure the efficient movement of people and goods, while selecting transportation projects that improve air quality throughout the region.

- **Air Quality Conformity Analysis (AQCA)**

The AQCA rule applies nationwide to "all non-attainment and maintenance areas for transportation-related criteria pollutants for which the area is designated non-attainment or has a maintenance plan" (40 CFR 93.102). Currently, the San Joaquin Valley (or portions thereof) is designated as non-attainment areas with respect to federal air quality standards for three criteria pollutants, carbon monoxide (CO), ozone, and particulate matter under ten and 2.5 microns in diameter (PM-10 and PM2.5). Therefore, transportation plans and programs for the non-attainment areas for the Stanislaus County area must satisfy the requirements of the federal transportation conformity rule. The AQCA also is

developed utilizing Traffic Control Measures (TCM) developed for the San Joaquin Valley air basin.

▪ **The Congestion Management Process (CMP)**

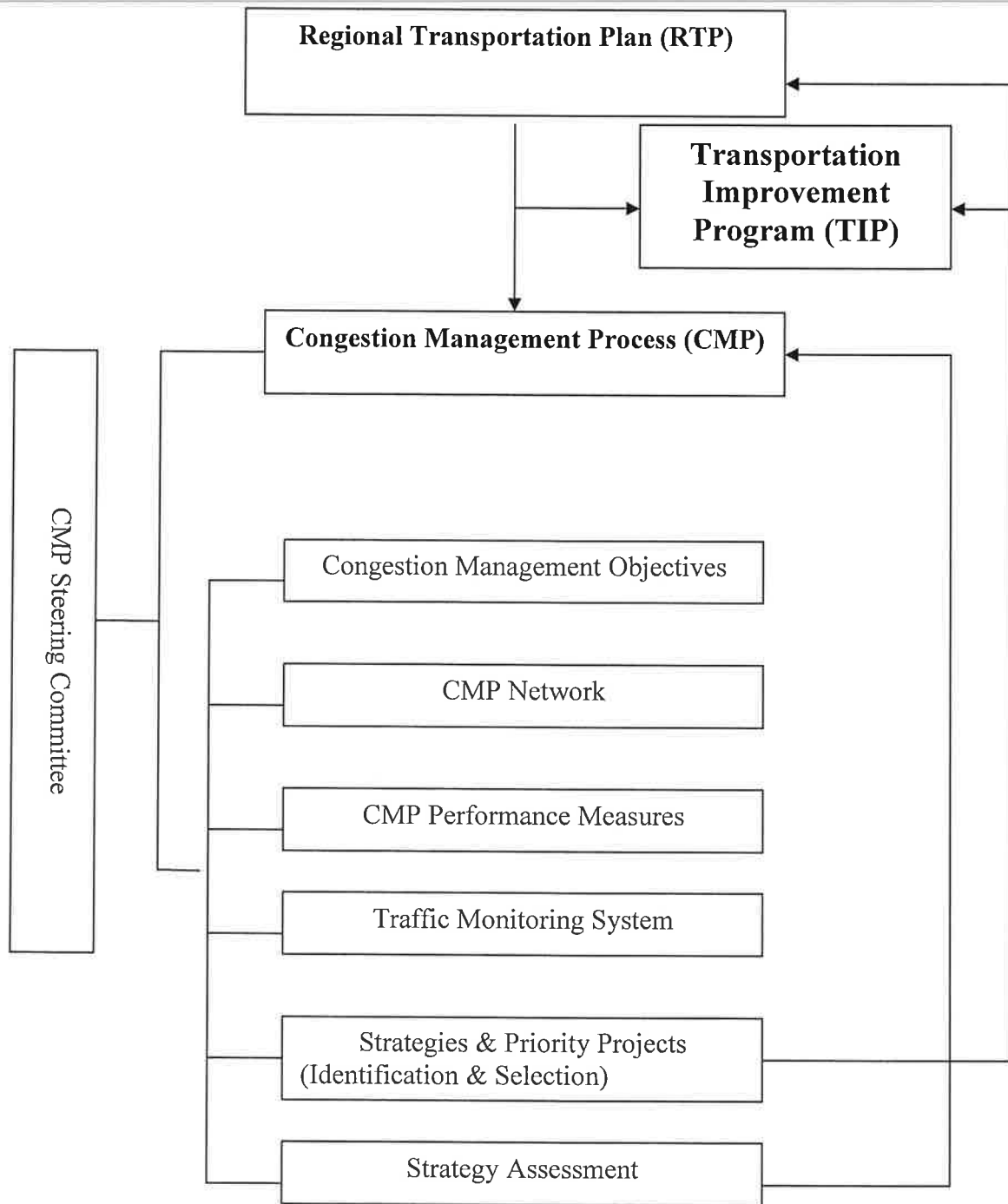
StanCOG is the Congestion Management Agency for Stanislaus County, and as such, has the responsibility to prepare and maintain the local Congestion Management Process (CMP). The CMP is a systematic approach, collaboratively developed and implemented throughout a metropolitan region that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

In January 20, 2010, the StanCOG Policy Board adopted the 2009 Congestion Management Process for the Stanislaus County Region. This update of the StanCOG Congestion Management Process (CMP), assumes key provisions of the original Congestion Management Program remain in place, and are incorporated by reference to the original CMP document, and focuses on the key elements of the SAFETEA-LU requirements and the requirements of California Government Code 65089 and U.S CFR 23 §450.320 and §500.109. The 2009 CMP fulfills the legislative requirements of being an integrated component of a Metropolitan Planning Organization's (MPO's) planning process in which a systematic progression of activities to analyze and address regional congestion is integrated in the Regional Transportation Plan (RTP) and (Federal) Transportation Improvement Program (FTIP) process. Please refer to the following CMP Diagram (Figure 1), which describes the components of the Stanislaus County CMP and how it is integrated into StanCOG's metropolitan planning process.

The CMP's functionality as a filter for project selection, programming and performance monitoring of projects in the RTP and TIP is required by 23 CFR 450.320 in selecting capacity increasing projects for Single Occupancy Vehicles (SOV). The CMP has been developed to improve multimodal mobility and avoid the creation of deficiencies. One means to this end is the evaluation of multimodal system performance for the movement of people and goods. The performance measures of the CMP support mobility, air quality, land use, and economic objectives, and are used to determine whether projects are to be included in the RTP and FTIP. The CMP is thus a performance-based program which is consistent with and assists in the implementation of the RTP's goals, objectives, and policies and establishes the provisions for first 4 years of programmed projects in the FTIP.

Additional information can be referenced in the 2009 Congestion Management process for the Stanislaus County Region. Of particular importance to the development of the 2011 FTIP are Chapter 5 (CMP Methodologies and Assumptions) and Chapter 9 (Single Occupancy Vehicle Analysis), which documents the screening process for SOV Projects.

Figure 1 - CMP Diagram



- **The State Transportation Improvement Program (STIP)**

The STIP is a five-year statewide planning document which is updated and adopted every two years. The STIP displays funding commitments for transportation projects including improvements to rail facilities, mass transportation, local roads, and the State highway system operations. Funding apportioned to the Stanislaus Region by the CTC is illustrated in Appendix F.
- **Regional Transportation Improvement Program (RTIP)**

The RTIP is prepared by StanCOG. It is the vehicle that programs the major State Highway and regionally significant transportation projects and programs receiving RIP, STIP-TE and IIP funds in accordance with STIP Guidelines established by the CTC. Funding is constrained by the STIP Fund Estimate adopted by the CTC.
- **State Highway Operation & Protection Program (SHOPP)**

SHOPP is a four-year program selected by the CTC. Project eligibility requires that projects have the intent to reduce collision, restore major damage, preserve bridges, roadways and roadside, enhance mobility and provide for the preservation of other transportation facilities related to the state highway system. Funding is provided via the State Transportation Improvement Program Fund Estimate (Fund Estimate) and provides programming capacity for Capital Outlay and Capital Outlay Support.
- **The State Implementation Plan (SIP) for Air Quality**

Stanislaus County is one of eight counties that make up the San Joaquin Valley Air Basin. The other counties are: San Joaquin, Merced, Madera, Fresno, Kings, Tulare, and Kern. Federal law requires that Stanislaus County demonstrate that its Regional Transportation Plan and Federal Transportation Improvement Program are in conformity with the Clean Air Acts and thus some assurance must be provided that the projects identified in the 2011 FTIP assist in achieving the state and federal air quality standards. Based on our previous conformity assessment and that these projects will contribute to cleaner air.
- **Strategic Highway Safety Plan (SHSP)**

The SHSP is a statewide, comprehensive, data-driven plan that provides a coordinated framework for reducing fatalities and serious injuries on California's public roads. The SHSP establishes statewide goals, objectives and strategies to address California's safety needs. The SHSP identifies 152 key actions in 16 Challenge Areas to meet these needs.
- **Corridor Mobility Improvement Account (CMIA)**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget

Bill by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system. The CMIA presents a unique opportunity for the State's transportation community to provide demonstratable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians.

- **Trade Corridors Improvement Fund (TCIF)**

This is a \$2.0 billion program established under Proposition 1B along trade corridors, including highway projects to accommodate freight movement and freight rail projects.

- **State Route 99 Bond Program (SR99)**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes an authorization of \$1 billion to be available to Caltrans, upon appropriation in the annual Budget Bill by the Legislature, for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route 99 Corridor in the San Joaquin and Sacramento Valleys.

- The 2011 FTIP is also consistent with the County Share information provided within the STIP Fund Estimate and the federal fund estimates resulting from the passage of SAFETEA-LU.

All projects identified in the 2011 FTP and AQCA can be cross-referenced to projects in the 2011 RTP. StanCOG has developed a project referencing system which originates in the 2011 RTP; each jurisdiction has been provided a code for each project in the RTP, i.e....City of Ceres is identified by a **C** and then the project numbering begins at **1**; thus the first project in the RTP for Ceres is **C-1**. This project reference is then applied to the same project identified in both the FTIP and AQCA. Implementation of this reference system creates a more fluid system of project identification for everyone working with these documents.

StanCOG's 2011 FTIP endeavors to promote consistency between transportation improvements and state and local planned growth and economic development patterns.

FUNDING SOURCES IDENTIFIED IN THE 2011 FTIP

The following list defines the funding programs identified in the 2011 FTIP:

Congestion Mitigation and Air Quality

The purpose of the Congestion Mitigation and Air Quality (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. The TEA-21 also allows CMAQ funding to be expended in particulate matter non-attainment and maintenance areas. The 4 year CMAQ apportionments can be found in Appendix C. A detail of the apportionment methodology and selection criteria used to program CMAQ funds in the 2011 FTIP quadrennial programming element is found in Appendix D.

High Priority Projects/Federal Demonstration

A demonstration (demo) project is specifically established and funded by Congress through Federal law. Demo projects are generally provided as part of the periodic transportation authorization acts or the annual transportation appropriations acts. The designated funding can only be used for projects as described in the law; however, demo projects may be any type of transportation project depending on the particular emphasis put forth in the solicitation for projects

FTA 5307

The Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307 provides funds for public transit in urbanized areas (UZA). FTA guidance states that the governor or the governor's designee is the designated recipient for UZAs under 200,000 in population (except for designated Transportation Management Areas under 200,000 populations).

FTA 5311

Section 5311 is a non-urbanized area formula funding program authorized by 49 United States Code (U.S.C) Section 5311. This federal grant program provides funding for public transit in non-urbanized areas with a population fewer than 50,000 as designated by the Bureau of the Census.

FTA 5316

Section 5316, the Job Access and Reverse Commute program (JARC), is a formula grant program. Eligible applicants may be public or private agencies (501.3.C) whose goals are to improve access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

FTA 5317

Section 5317, the New Freedom program, is a formula grant program. Eligible applicants may be public or private agencies (501.3.C) whose goals are to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society while expanding the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Highway Bridge Program

The purpose of the Program is to replace or rehabilitate *public highway* bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement. The Highway Bridge Program Back-up list can be found in Appendix F.

High Risk Rural Roads Program (HR3)

Description The purpose of the High Risk Rural Roads Program (HR3) is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads. To be eligible for federal HR3 funds, the project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem. The HR3 Back-up list can be found in Appendix H.

Highway Safety Improvement Program (HSIP)

The intent of HSIP is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven. Eligible projects must be on any public road, publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or be improved substantially. The HSIP project back-up list can be found in Appendix G.

Transportation Enhancement Program

The Transportation Enhancement Program incorporates planning activities which are a means of more creatively and sensitively integrating surface transportation facilities into their surrounding communities. What distinguishes transportation enhancement activities from other worthwhile "quality-of-life" and environmental activities are their potential to create a transportation experience that is more than merely adequate. At the same time they may protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system for the communities and people adjacent to transportation facilities.

Regional Surface Transportation Program (RSTP)

The Surface Transportation Program (STP) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of the Transportation Equity Act for the 21st Century (TEA-21) and the TEA-21 Restoration Act in 1998. Both new Acts are jointly referred to as TEA-21. Funds are directed to projects and programs for a broad variety of transit and highway (includes streets and roads) work. Eighty percent of the STP apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). The RSTP 2010 -14 estimated apportionments can be found in Appendix E. A detail of the apportionment methodology used to program RSTP funds for local agencies in the 2011 FTIP quadrennial programming element is found in Appendix F.

Safe Routes to School (SR2S) Program

California was the first state in the country to legislate a Safe Routes to School program with the enactment of AB 1475 in 1999. Eight years later, in 2007, AB 57 extended the program indefinitely with funding provided from the State Highway Account. Section 2333.5 of the Streets and Highways Code calls for Caltrans, in consultation with the California Highway Patrol (CHP), to make grants available to local governmental agencies under the program based upon the results of a statewide competition. To date, there have been eight program cycles released under the SR2S program.

