

# A Guide to the Metropolitan Transportation Improvement Program

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# A Guide to the Metropolitan Transportation Improvement Program

## Introduction

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The federally required Transportation Improvement Program (TIP), called the Metropolitan Transportation Program (MTIP) in the Sacramento Region, is a comprehensive listing of surface transportation projects that receive federal funds or are subject to a federally required action or are regionally significant. The Sacramento Area Council of Governments (SACOG), as the federally designated Metropolitan Planning Organization (MPO) for the six-county Sacramento Region, prepares and adopts the MTIP every two years. The MTIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. The MTIP must include a financial plan that demonstrates that programmed projects can be implemented. Adoption of the MTIP must be accompanied by an evaluation and finding of air quality conformity. Federal regulations also require an opportunity for public comment prior to MTIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the MTIP. Apart from some improvements to the region’s airports and the Port of Sacramento, all regionally significant transportation projects or projects requiring federal action are part of the MTIP. All projects included in the MTIP must be consistent with the Metropolitan Transportation Plan (MTP) for the Sacramento Region.

## The 2009/12 MTIP: Features and Highlights

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- The 2009/12 MTIP addresses the requirements under the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). Approximately every six years, the U.S. Congress adopts a transportation act—an authorization to spend tax dollars on highways, streets, roads, transit and other transportation related projects. The current transportation act is called *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for users* (SAFETEA-LU). President George W. Bush signed it into law in August 2005.
- The 2009/12 MTIP covers four years of programming – federal fiscal years 2008-09 through 2011-12.
- The 2009/12 MTIP includes approximately 540 individual transportation projects, 340 grouped projects, and several grouped project listing categories.
- The 2009/12 MTIP programs \$4.3 billion of the \$6.8 of billion of federal, state, and local funding during the four years of the MTIP.

## Investment Decisions: MTP 2035 and the MTIP

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The current Metropolitan Transportation Plan, MTP 2035, which was approved in March 2008, guides and prioritizes all SACOG’s programming decisions made by the Board. MTP 2035 is the Sacramento Region’s comprehensive roadmap to guide transportation investment over the next 26 years. The MTP 2035 invests \$42 billion and proactively links transportation, land use and air quality. The MTP 2035 gives individuals more options for how to get around, with investments in walking, biking, and transit. It focuses on six

principles: Smart Land Use, Environmental Quality and Sustainability, Financial Stewardship, Economic Vitality, Access and Mobility, and Equity and Choice.

The investment in transit (\$14.3 billion) is 21% higher than the last MTIP in 2002, bicycle and pedestrian projects at \$1.4 billion (a 56% increase), and strategic investments in roads (\$11.3 billion) and road maintenance and rehabilitation (\$12.4 billion). The MTP 2035 also invests \$2.3 billion in programs and planning, such as rideshare matching, 511, Community Design grants to support local smart growth efforts, and Spare the Air campaigns.

The MTP 2035 builds on the Blueprint Preferred Growth Scenario, which envisions more housing and transportation choices and promotes better land uses and quality design for the Sacramento Region in 2050. The Blueprint encourages more livable communities by: providing a variety of transportation choices; offering housing choices and opportunities; taking advantage of compact development; using existing assets; providing mixed land uses; preserving open space, farmland, natural beauty, through natural resources conservation; and encouraging distinctive, attractive communities with quality design. The \$42 billion planned in the MTP 2035 provides the infrastructure needed to support the Blueprint influenced land uses in local jurisdictions across the six-county region.

By comparison, the 2009/12 MTIP covers a four-year period and includes roughly \$6.8 billion in revenues and \$4.3 billion in programming.

As mentioned above, the impact of the MTIP on regional air quality also must be evaluated. In the Sacramento Area, it is the responsibility of SACOG to make an air quality conformity determination for the MTIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

## MTIP Development

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SACOG develops the Draft 2009/12 MTIP in cooperation with the Regional Planning Partnership and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership consists of federal and state agencies, five local air districts, public transit providers, and city and county public works representatives. The Partnership provides a forum for local agencies in the region's transportation industry to contribute to the policy-making and fund programming activities of SACOG, and to improve coordination within the region. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2009/12 MTIP.

Most of the projects in the 2009/12 MTIP are carried over from the current 2007/10 MTIP. To decide which projects to carryover, SACOG asked sponsors of projects in the 2007/10 MTIP to indicate which of their projects had been completed.

Once the Draft 2009/12 MTIP has been developed, a preliminary draft is sent for interagency review. Next, it is released for a 30-day public review and comment period. Notices are sent to an extensive list including transportation agencies, other state, federal and tribal agencies and other transportation interests with the objective to continue the consultation process for transportation planning and investments in the Sacramento Region. The document can be downloaded from the SACOG website [www.sacog.org](http://www.sacog.org). A public hearing is also held to solicit public comment. After the close of the public comment period, SACOG's response to significant comments is compiled into an appendix in the Final 2009/12 MTIP. This review process is a part of the rigorous public participation process (PPP) adopted by SACOG.

After the public comment period, the 2009/12 MTIP document is presented to the SACOG's Transportation Committee, where it holds a public hearing. After its review, the Committee decides whether to forward the document to the Board for adoption. After Board adoption, it is sent to the Caltrans Office of Federal Programs for inclusion into the California Federal Statewide Transportation Improvement Program (FSTIP). After review and approval by Caltrans, the FSTIP is forwarded to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and approval. Approval by FHWA/FTA constitutes the final approval of the 2009/12 MTIP.

## MTIP Development – Placer and El Dorado Counties

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The MTIP development process for Placer and El Dorado Counties is defined in the Memoranda of Understanding executed by SACOG, the Placer County Transportation Planning Agency, the El Dorado County Transportation Commission, and the Secretary of Housing, Business, and Transportation for the State of California.

Preparation of the MTIP and its subsequent amendments is made with input from cities, counties, transit operators, Native American tribes, the California Department of Transportation (Caltrans), the El Dorado County Transportation Commission, and the Placer County Transportation Planning Agency, through the Regional Planning Partnership and the Transit Coordinating Committee.

## MTIP Development Schedule

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June 19, 2008	Interagency review.
June 26, 2008	Draft 2009/12 MTIP and Draft Air Quality Conformity Determination released for public review and comment.
July 23, 2008	Presentation to Regional Planning Partnership.
July 28, 2008	Close of Draft 2009/12 MTIP/Air Quality Conformity Determination public review and comment period. Comments will still be accepted at the August 7 public hearing.
August 7, 2008	Public Hearing during Transportation Committee meeting. Written comments should be submitted by July 28 for inclusion in the Committee packets.
August 13, 2008	Presentation to Transit Coordinating Committee.
August 21, 2008	Adoption of Final 2009/12 MTIP and Air Quality Conformity Determination
August 25, 2008	2009/12 MTIP submitted to Caltrans/Air Quality Conformity Determination submitted to FHWA/FTA
Early October, 2008	2009/12 MTIP approval (anticipated) by Caltrans
November 1, 2008	2009/12 MTIP and Air Quality Conformity Determination approval (anticipated) by FHWA / FTA

## Title VI Compliance

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Investments made in the MTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statues enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

The decision process by which new projects are selected for inclusion in the MTIP must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

## Public Participation Process

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SACOG is committed to a public involvement process that is transparent, proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. SACOG provides many methods to fulfill this commitment, as outlined in SACOG's Public Participation Plan (PPP). The Public Participation can be downloaded from SACOG's website at [www.sacog.org](http://www.sacog.org).

## Metropolitan Transportation Plan

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The MTP 2035 foresees nearly \$42 billion in revenues of which about 25% is going to operate transit services--not enough to provide the level of transit service needed in a region that will have over 3 million residents. Another 25% goes to maintain streets, roads, and highways--again not enough to provide adequate maintenance especially in more rural areas of the region. The remaining 50% is not eligible for operating and maintenance costs and must be used for improvements. These improvements are broken out into transit investments, state highway improvements, local road improvements, bicycle and pedestrian improvements, and other types of improvements important to regional goals (community design, travel demand management, clear air, etc).

The MTP 2035 is available in its entirety on SACOG's website at [www.sacog.org](http://www.sacog.org)

## Relationship of the MTIP to Other Federal and State Transportation Programs

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### **FSTIP**

Just as each metropolitan region is required to develop a federal TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all projects with federal funds, those that require a federal action and regionally significant transportation projects throughout the state. In California, regional TIPs are included in the FSTIP without modification once approved by the relevant Metropolitan Planning Organization (SACOG, in the case of the Sacramento Region) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can “obligate” funds (i.e., commit funds to contract) and therefore, before sponsors can actually spend any of these monies.

### **STIP**

The California Transportation Commission (CTC) is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk of the STIP consists of spending programs developed at the regional level throughout California, called the Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate telling each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

### **RTIP**

Once SACOG adopts the RTIP for the Sacramento Region, it is forwarded to the CTC. In turn, the CTC must accept the RTIP or reject it in its entirety and send it back to the region for revision. However, the CTC can choose to change the funding schedule for projects in the RTIP.

### **ITIP**

Meanwhile, Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system. For example, intercity rail and interregional highways.

## MTIP Four Year Cycle

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Under SAFETEA-LU, four years of programming are contained in the 2009/12 MTIP, Federal Fiscal Years (FFYs) 2008-09 through 2011-12. In addition, prior year and estimated funding for projects in future years (beyond the four years that comprise the 2009/12 MTIP) is included for information.

## Fund Sources Programmed in the MTIP

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The 2009/12 MTIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

### **Federal Transit Administration Programs**

- Section 5307 Urbanized Area Formula
- Section 5309 New Starts
- Section 5309 Fixed Guideway Modernization
- Section 5309 Bus Allocation
- Section 5310 Elderly and Disabled
- Section 5316 Job Access and Reverse Commute (JARC)
- Section 5317 New Freedom

### **Federal Highway Administration Programs**

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Other federal programs including High Priority Projects and other earmarks

### **State, Regional, and Local Programs**

Not all state and local funds have to be programmed in the MTIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, or if the project funded is considered to be regionally significant, they must be included in the MTIP. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), comprising the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP)
- Proposition 1B Bond Funds, approved by voters in 2006, which includes Corridor Mobility Improvement Account (CMIA), Trade Corridors Improvement Fund (TCIF), and Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds;
- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from Sacramento County half-cent transportation sales tax;
- Various other funds programmed to regionally significant, locally funded projects.

## **Project Funding Selection**

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### **Development of Project Proposals**

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. These efforts are then merged with the planning efforts of the Metropolitan Transportation Plan. When the project scope, schedule, and budget are fully developed, the project may then be proposed for funding.

Project sponsors (the agencies designated to implement the projects) are responsible for initiating requests for MTIP programming, applying for the programmed funds, and carrying their projects to completion. In the Sacramento Region, the implementing agencies include public transit operators, Caltrans, SACOG, the five local air districts, the six Sacramento Region counties, several joint power authorities, and the individual cities within each county.

### **Project Selection Criteria Processes**

The process, by which a project is selected for programming utilizing federal, state, and regional funds, depends on the type of project, and the specific fund source being sought. Once selected, the project is then eligible for inclusion in the MTIP.

## **Metropolitan Transportation Plan Consistency**

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Only projects consistent with the MTP 2035 were included in the 2009/12 MTIP as required by federal law. In accordance with the law, projects are reviewed for consistency with the MTP, as they are submitted for funding in the various programs, and as they are amended into the MTIP. Consistency also includes the requirement that project costs in the MTIP do not exceed those in the MTP's funding constrained investment plan.

## **Air Quality Conformity**

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Under federal law and regulations, the MTIP must be analyzed by SACOG to determine if it conforms to the Sacramento Region's approved federal Air Quality Plan (also referred to as the State Implementation Plan, or SIP). Motor vehicle emissions are modeled, considering all projects in the MTIP, and must not exceed the Motor Vehicle Emissions Budget (MVEB) identified in the SIP and approved by EPA. In addition, the MTIP must provide for the timely implementation of strategies to reduce emissions that are in the SIP, called Transportation Control Measures (TCMs).

Using the latest planning assumptions, SACOG relied on a previous air quality conformity analysis for the 2009/12 MTIP. The conformity determination was made under the motor vehicles emissions budget contained in the 2005 8-Hour Ozone Rate of Progress Plan.

Copies of the determination are included as an appendix to the MTIP document and are available for public review at the SACOG website at [www.sacog.org](http://www.sacog.org)

## **Grouped Project (Lump Sum) Listings in the MTIP**

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Federal regulations 23 CFR 450.216 and 450.324 allow MPOs to group or lump together projects that are not considered to be of appropriate scale for individual listing. Such projects may be grouped by function, work type or geographical area and must be consistent with the exempt project classification contained in EPA's "Transportation Conformity Regulations (40 CFR part 93)." SACOG mostly groups projects by exempt category; however exempt Caltrans Highway Bridge Program (HBP) projects are grouped separately. These HBP projects are bridge replacements and rehabilitation projects which fall under the exempt category of "Widening narrow pavements or reconstructing bridges (no new travel lanes)" and are grouped apart from other bridge replacements and rehabilitation.

## **Project Funding Delivery**

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Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy for many years. Most notably, SB 45 – Kopp (Chapter 622, Statutes 1997) and AB 1012--Torlakson (Chapter 783, Statutes of 1999) established penalties for not delivering projects funded with STIP, RSTP or CMAQ funds within certain prescribed deadlines.

SB 45 and AB 1012 give regions, counties and sponsors incentives to deliver projects more quickly by creating negative consequences--projects stand to lose their funding if not delivered according to schedule. Under AB 1012, regions must obligate RSTP and CMAQ funds apportioned to them within three years, or the state will redirect the funding to other projects. SB 45 established a complex series of project delivery deadlines for projects in the STIP. If these deadlines are not met, the funds are redirected to other projects, in some cases outside of the SACOG Region.

The SACOG region has maintained an excellent project delivery record. This outstanding delivery record is due to the hard work of project sponsors, Caltrans Local Assistance and the regional delivery policies developed by SACOG. SACOG constantly monitors this process in an effort to maintain its delivery record for SAFETEA-LU and to ensure that the maximum amount of federal funds continue to flow into the region. This monitoring includes responding to increased scrutiny for federal and state funding deadlines, the current economic environment, and anticipating future federal and state policies regarding the availability of transportation funding.

- **Federal Requirements (TEA 21)** – RSTP and CMAQ funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.
- **State Requirements (AB 1012)** – RSTP and CMAQ funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

## Revisions to the MTIP – Administrative Modifications and Amendments

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Because of the fluctuating nature of transportation projects nearing implementation, circumstances dictate that changes be made to the MTIP following its adoption. Federal regulations in SAFETEA-LU allow for two types of revisions to the MTIP, Administrative Modifications and Amendments, previously referred to as “Administrative Amendments” and “Formal Amendments.” SACOG processes Amendments regularly, as many as four per year, while Administrative Modifications occur more often, as many as eight per year. Amendments take longer to process, as long as four months, whereas Administrative Modifications typically take less than a month.

The criteria for Administrative Modifications and Amendments are defined in SAFETEA-LU. January 13, 2006 the Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on administrative amendment (modification) procedures. In 2008 these agencies are expected to update the procedures. The procedures are posted online at <http://www.dot.ca.gov/hq/transprog/fedpgm.htm>. SAFETEA-LU defines the types of changes which can be made through Administrative Modification and Amendment in Title 23, CFR part 450.104:

**Administrative Modification** – A minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes:

- Minor changes to project/project phase costs,
- Minor changes to funding sources of previously-included projects, and
- Minor changes to project/project phase initiation dates.

An administrative modification is a revision that does not require:

- Public review and comment,
- Redemonstration of fiscal constraint, or
- A conformity determination (in nonattainment and maintenance areas).

**Amendment** – A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including:

- The addition or deletion of a project or a major change in project costs,
- Project/project phase initiation dates, or
- A major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes).

Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires:

- Public review and comment,
- Redemonstration of fiscal constraint, or
- A conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.

## Fund Management

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Federal funds are to be programmed in the MTIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated/transferred by the Federal Highway Administration (FHWA) or obligated by the Federal Transit Administration (FTA), or awarded in a FTA grant. This improves the overall management of federal Obligation Authority (OA) within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

## Expedited Project Selection Procedures (EPSP)

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Federal Regulations allow for the movement of projects (advancing and delaying) within the four year period of the MTIP and FSTIP subject to procedures agreed to by partnering agencies, including the State and transit operators within the region. SACOG, as the Metropolitan Planning Organization (MPO) for the six-county Sacramento Region has a process in place that is consistent with the Expedited Project Selection Process outlined in Code of Federal Regulations (CFR) 450.330.

SACOG agrees that projects funded through the State Transportation Improvement Program (STIP) may be advanced or delayed within the four-year element of the MTIP subject to any required amendments or allocations by the California Transportation Commission (CTC). SACOG and Caltrans agree that projects funded through the State Highway Operation Protection Program (SHOPP) may be advanced or delayed within the four-year element of the MTIP by the program manager, without amending the MTIP, upon notification to SACOG.

SACOG agrees that projects funded through the Highway Bridge Program (HBP) and the Hazard Elimination Safety (HES) program have been programmed through a project selection process implemented by the Caltrans Division of Local Assistance in cooperation with the FHWA, SACOG and the implementing

agencies and that they may be advanced or delayed within the four-year element of the MTIP by the appropriate HBP and HES program managers without amending the MTIP, upon notification to SACOG.

SACOG agrees that projects funded through the Regional Surface Transportation Program (RSTP), the Congestion Mitigation and Air Quality (CMAQ) program, Federal Transit Administration (FTA) section 5307 program, FTA section 5309 program, FTA section 5311 program and all other programs have been programmed through a project selection procedure in consultation with member agencies, transit operators and the State Department of Transportation consistent with the requirements listed in 23 CFR 450.332 (c), and that they may be advanced or delayed within the four year element of the MTIP by SACOG staff consistent with SACOG's adopted EPSP.

SACOG also acknowledges that any advancement or delay of projects within the four-year element of the MTIP through the EPSP will not invalidate the financial constraint of the MTIP.

## Financial Constraint

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The MTIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2009/12 MTIP, SACOG has taken into consideration the transportation funding revenues expected to be available during the four years of the MTIP (Federal FFY 2008-09 through FY 2011-12), and has found the 2009/12 MTIP to be financially constrained by program and by year.

Additionally, this constraint requirement applies to each of the four program years and because the SACOG Region is an air quality non-attainment area, only projects with committed or reasonably available funded committed to the project may be programmed in the first two years of the MTIP.

Fiscal constraint requirement encompasses both the operation and maintenance of capital projects in the MTIP and the estimated costs of maintaining and operating the transportation system as a whole. The framework of both SACOG's MTP 2035 and the 2009/12 MTIP meet this requirement.

The 2009/12 MTIP is a compilation of mostly previously programmed projects, reflecting previous programming actions by the Board. Examples include Corridor Mobility Improvement Account (CMIA) program, Proposition 1B projects, federal transit formula grant projects (Section 5307 and 5309), Regional Surface Transportation Projects (RSTP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement Activities (TE) authorized by the extension of TEA-21 and SAFETEA-LU. The MTIP also includes regionally significant local projects approved and funded by transportation agency partners.

The constrained 2009/12 MTIP also includes available State funds, including Traffic Congestion Relief Program (TCRP) and State Transportation Improvement Program (STIP) funds, utilizing the latest fund estimates released by the State.

SACOG continuously monitors developments in funding programs and funding needs of transportation projects, as reflected by the MTIP project listing. Any significant changes will be reviewed by SACOG and its transportation partners; and, if needed, SACOG will take appropriate actions, such as a MTIP Amendment, to maintain the financial constraint state of the MTIP.

## Annual Listing of Obligated Projects

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By federal requirement, SACOG publishes at the end of each calendar year an annual listing of obligated projects, which is a record of project delivery for the previous year. The publication of this list is in response to 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B) as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that require "...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (MTIP)."

When a project reaches a point that funds will need to be expended, a request is sent from Caltrans to the Federal Department of Transportation requesting verification that there are funds available for reimbursement. This verification of fund availability "obligates" the funds for use as soon as expenditures occur. Fund obligations are a measure of the progress being made on a project. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. It is possible that unused funds may be credited back when not needed at the completion of a project phase resulting in a negative obligation. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded.

The listing also is intended to increase the awareness of government spending on transportation projects to the public. Copies of this annual listing may be obtained from SACOG's Web site: [www.sacog.org](http://www.sacog.org).

## Americans with Disabilities Act (ADA) Compliant Projects

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Another Federal requirement of the 2009/12 MTIP is to identify projects implementing the Americans with Disabilities Act (ADA) required paratransit and key station plans.

The Americans with Disabilities Act (ADA) requires that public transportation services and facilities, including trains and rail stations, be accessible to persons with disabilities. Federal regulations allow each rail system operator to designate certain stations as key stations and to make these readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs.

## System Preservation, Operation, and Maintenance Costs

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Fiscal constraint encompasses not only operation and maintenance of capital projects in the MTIP but also the estimated costs of maintaining and operating the total transportation system the transportation system, as well. The frameworks of both SACOG's current Metropolitan Transportation Plan (MTP) and 2009/12 MTIP take into account these operating and maintenance costs.

## How to Read the Project Listings

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The project listing provides a detailed description for each individual project in the 2009/12 MTIP. The detailed listing contains the following information for each project:

Data Label	Definition
SACOG ID (MTIP #)	A unique number used to identify projects in the MTIP.
Sponsor (Lead Agency)	Agency in charge of administering a project.
Project Title	Name or title of the project.
Project Description	Brief description of the project and project location.
Completion Year	Date project is to be completed.
County	The county in which the project is located.
EA Number	Not often used in SACTrak. It is a Caltrans project reference number for federally funded projects.
Exempt Category	Air quality related categories for projects exempt from air quality conformity analysis.
Fiscal Year	The federal fiscal year of revenue/funding. If it says <09, then there are revenues for FFY's prior to 2008-09. If it says >12, then there are revenues projected after FFY 2011-12 (sometimes referred to as "Outer Years".)
Revenue Source	The funding source.
Phase (3)	The stage of the project for which the specified funds have been programmed. Phases include: 1. Engineering, which includes environmental (ENV), design engineering (PSE), and Preliminary Engineering (PE); 2. Right of way acquisition (ROW) and support for right of way and 3. Construction (CON), and support for construction.
Total Cost	Total project funding, including prior and later-year funds.
FFY 2008-09, etc.	Federal Fiscal year. The Federal Fiscal Year (FFY) in the MTIP is from October 1 to September 30 of the following calendar year. The 2009/12 MTIP covers the four-year period of FFY 2008-09, FFY 2009-10, FFY 2010-11, FFY 2011-12.

## View the MTIP Online

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SACOG has placed the entire MTIP online at [www.sacog.org](http://www.sacog.org). This allows project sponsors and the general public to see what transportation projects are planned in their area and in the SACOG region.

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