


## Regional Capacity Projects - Status Definitions

The Regional Transportation Plan contains a variety of investments – to preserve and maintain the transportation system, improve the system’s efficiency, and expand the system with strategic capacity. These investments incorporate various modes of travel on a wide range of facilities, from local roads to major interstates. Most of these investments are considered “programmatic” in nature and are not called out as individual investments. These programmatic investments include, among other things, preservation, maintenance and operations, and capacity investments on local roadways. Projects that seek to modify capacity on the regional system are required to be explicitly identified on the Regional Capacity Projects List and are subject to additional review and approval by PSRC’s Executive Board prior to implementation.

The Regional Capacity Projects List contains investments that are included in the plan’s financial strategy (the “Constrained” plan), but also contains investments that are identified as “Unprogrammed” and are not included in the financial plan nor in the regional air quality conformity finding. A project’s status within either of these two plan categories – Constrained or Unprogrammed –will affect the sponsor’s ability to program funds and move forward towards implementation. Further, the ability to program and obligate funds in the regional Transportation Improvement Program (TIP) depends upon the investment status in the plan. Table 3 below describes the plan statuses and their corresponding requirements.

**Table 3: Regional Capacity Project - Status Definitions**

	Plan Category	Approval Status	Description	Regional Transportation Improvement Program Actions
<i>Ready To Go</i>  <i>Less Ready To Go</i>	<b>Constrained</b>	Approved	PSRC Executive Board has approved the project to proceed towards implementation.	Can program and obligate funds for any phase.
		Conditionally Approved	Approved pending the satisfaction of certain conditions, such as completion of NEPA; OR approved only for early right of way purchase.	Can program funds for any phase but may not obligate construction or right of way funds unless the conditions set by PSRC’s Executive Board explicitly state otherwise.
		Candidate	Project is not yet approved; financial and other analysis remains to be done and Executive Board needs to take action.	Can program funds for any phase but may not obligate construction or right of way funds.
	<b>Unprogrammed</b>		Investment not yet included in the financial strategy and therefore not admitted to the Constrained portion of the plan.	Can only program and obligate study/planning funds.

Additional information on plan investment procedures and requirements for admission, and moving from one status to another, may be found in [Appendix D](#) of the Regional Transportation Plan.