

Agenda

January 22, 2013
10:30 am – 12:30 pm

SACOG
 1415 L Street, Suite 300
 Sacramento, CA 95814

Contact: José Luis Cáceres
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Meeting called by: Muhaned Aljabiry
Facilitator: Abhijit Bagde
Recorder: Bruce Abanathie

Agenda Topics

Item	Description	Time	Presenter
1	Agenda	10:30	Abhijit Bagde
2	Ground Rules	10:35	Abhijit Bagde
3	Approval of 11/20/2012 meeting minutes	10:40	Abhijit Bagde
4	Announcements and updates:	10:45	All
5	Follow-Up Items from last meeting: <ol style="list-style-type: none"> 1. Muhaned Aljabiry will provide the Local Assistance correspondence regarding the CMAQ PM 2.5 fund code to Abhijit Bagde to be sent out to the CFPG mailing list – Item completed 2. CT Programming office to meet with CT-DMT about the call for projects procedure – Item completed (See No. 10 below) 3. FHWA will work through their Environmental Justice Planner to develop best practices for EJ Analyses within CA - Item completed (See No. 9 below) 	10:50	Abhijit Bagde
6	CT Federal Programming - Update	10:55	Muhaned Aljabiry
7	CMAQ cost-effectiveness analysis tools and emission factor tables to address PM 2.5 requirements - Update	11:05	Jon Taylor, Dennis wade, ARB
8	Buy America Requirement	11:20	Jean Mazur, FHWA
9	Best Practices of Environmental Justice Analysis within California(Handout No. 1)	11:35	Jack Lord, FHWA
10	CT-Division of Mass Transportation (DMT) – Update <ol style="list-style-type: none"> 1. Call for projects (Handout No. 2) 	11:45	CT-DMT
11	CMAQ Annual Report	12:00	Gwyn Reese
12	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum • Future Agenda Items 	12:05	All

13	Future meeting dates and locations: <ul style="list-style-type: none">• March 12, 2013, Caltrans Sacramento (10:30 am – 12:30 pm)• April 23, 2013, MTC Oakland (10:30 am – 12:30 pm)• June 4, 2013, SACOG Sacramento (10:30 am – 12:30 pm)	12:10	All
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California Federal Programming Group (CFPG)

Minutes for January 22, 2013:

1. Agenda:

Abhijit Bagde (CT Federal Programming Office) reviewed the agenda

2. Ground Rules:

- Since there are phone participants, everyone who speaks should state his/her name and agency.
- Keep comments as brief as possible.
- Stick to the current agenda item. Additional items not in the agenda will be added to the end and will be discussed if time permits.
- Turn off cell phones and limit interruptions.
- This is a forum to hear everyone's concerns, comments and suggestions. Please make sure your voice is heard.
- Facilitator to ask before moving on to the next item if anyone on the phone has any additional comments on the item, then pause for a few seconds.
- Respond to follow-up items and meeting notices by the deadlines.
- Except for follow-up items, the minutes will include discussions that take place during the meeting only. If you do not want what you say during the meeting included in the minutes, state "off the record."
- **When not speaking, phone participants to keep their phones on mute if possible.**
- **Do not place conference call on hold. Please hang up and redial if you must take another call.**
- Meeting minutes to be distributed to the group with 10 days after the meeting.

Bolded items were emphasized by Abhijit.

3. Minutes of the Last Meeting - Abhijit Bagde

The final minutes of the November 20, 2012 meeting were provided via email prior to the meeting. No comments on the minutes were received and the minutes were approved as written.

4. Announcements and Updates:

Muhaned Aljabiry (CT Federal Programming Office) announced that the Programming Office had almost completed the calculations for the CMAQ and RSTP Apportionments for FFY 2012-13 and the regions should see them by the end of the week.

5. Follow-up Items from Last Meeting – Abhijit Bagde

- a. Muhaned Aljabiry will provide the Local Assistance correspondence regarding the CMAQ PM 2.5 fund code to Abhijit Bagde to be sent out to the CFPG mailing list – Item completed November 20, 2012.
- b. CT Programming office to meet with CT-DMT about the call for projects procedure – Item completed (See No. 10 below).

- c. FHWA will work through their Environmental Justice Planner to develop best practices for EJ Analyses within CA - Item completed (See No. 9 below)

6. CT Federal Programming Update – Muhaned Aljabiry

Muhaned restated that the RSTP and CMAQ apportionments are near completion and will be sent to the regions as soon as they are completed. Muhaned also noted that the FTIP financial tables would be updated to reflect the MAP-21 funding programs. These will also be provided to the regions as soon as they are ready.

Muhaned talked about resources for new programming staff. There are MPO programmers that can assist newer staff and the Caltrans Programming Office Staff is available to assist if they are requested.

Muhaned welcomed Tahoe back as an MPO (MAP-21 eliminated the language in SAFETEA-LU that specified Tahoe as an MPO; they need to certify as an MPO).

Muhaned stated that the amendment process is going well and that the Programming Office is receiving amendments and processing the amendments smoothly.

7. CMAQ cost-effectiveness analysis tools and emission factor tables to address PM 2.5 requirements – Jon Taylor

Jon Taylor (ARB) stated that ARB has updated all of the tables for the CMAQ calculations to EMFAC 2011 and has included the PM 2.5 data. They provided an Access Database with information pertaining to their area and the PM 2.5 to Southcoast earlier and are finalizing the same information for the rest of the state. All of the backup data and tables will be posted on their website in mid-February.

Muhaned asked Jon about the PM 2.5 data and calculations that ARB provided to Southcoast and whether the other regions would be able to use that database or tables to calculate their projects for PM 2.5 benefit in the interim. Jon stated that in the past they have kept two sets of data and calculations, one for Southcoast and one for the remainder of the state. The existing tables reflect PM 2.5 and data specific to the Southcoast. The data for the remainder of the state is geared to PM 10 and the tables were developed based on EMFAC 2007 data. The current work updates the data to EMFAC 2011 and adds PM 2.5 to the remainder of the state tables. It would not be accurate for the remainder of the state to use the tables developed for Southcoast because the data is Southcoast specific.

Jose-Luis Caseras (SACOG) noted that he submitted comments to Wade during the comment period and asked Jon if his comments were received or if he could get a status on the comments. J-L also wanted to know if his comments had any influence in the development of the updated data/tables. Jon stated that he would have Wade follow-up with J-L.

8. Buy America Requirement - Jean Mazur

Jean Mazur (FHWA) is a member of the Local Programs Team in the CA Division Office and they are the ones who deal with the project authorizations. They are also charged with assuring compliance with the Buy America program as well as the waiver process. Local Programs Team are also the contact for questions regarding the program. Jean came to update the group on prior CFPG conversations.

Jean stated that the Buy America requirement applies to iron and steel permanently incorporated into a capital project or the acquisition of a manufactured product that is

predominantly iron or steel.

If the project sponsor cannot get a Buy America Certificate from the supplier, they need to go through the waiver process. A lot of agencies are not familiar with the waiver process and at the end of the FY 2012 a number of requests for authorization came through Caltrans without the certificate or the approved waiver. For this reason FHWA implemented a short-term program of conditional E-76s so that agencies could obligate the funds in the program year while awaiting the waiver process.

The process is initiated by the project sponsor, who applies for the waiver through Caltrans to FHWA CA Division; CA Division sends the waiver request to Washington. The DOT HQ office, in *coordination* with another federal office, takes the action to approve or deny the waiver request. Unfortunately, this is not a timely process and the time frame for only waiver request cannot be determined.

The problem with conditionally obligating projects is that projects can go into inactive status while they are waiting for waiver approvals. It is recommended that project sponsors secure a waiver prior to obligation. DOT is not moving quickly on the waivers because it is a high profile issue in Washington.

MAP-21 also included further provisions to Buy America in that if you use federal funds in PE then every phase of the project is federalized and subject to Buy America. This is creating an even bigger issue in utilities relocations.

J-L asked for further clarification on what an MPO needs to take into account regarding these requirements such as the bus replacement or diesel retrofit programs. Does the MPO need to check with the project sponsor at some point about the status of their project in regard to Buy America? Jean stated that the MPOs need to work with their local project sponsors to make sure that if the sponsor cannot get a certificate from the supplier that they apply for the waiver well enough in advance that they have the waiver approval when they are ready to obligate.

Several questions were posed regarding time frame to acquire a waiver. Jean stated that she would not be able to give a time frame for any given project because they are not the approving body. Abhijit added that the waivers are on a case-by-case basis. Jean also added that they tried putting all of the passenger vehicles on one request hoping that the request would go through more quickly, yet they do not have a status on that request either. Jean noted that prior to a waiver request being approved the public comment notice would be posted in the Federal Register under DOT.

Bruce Abanathie (KCAG) asked if there was any process, person, or organization that we could approach to get the process moving faster. Jean stated that she could not answer that.

Ty Phimmason (MCAG) asked about the continuation of the conditional waivers. Jean stated that they did that at the end of the prior FY, but were concerned about the projects being conditionally approved then going into inactive status while waiting for a waiver approval. Jean did state that FHWA may consider further conditional RFA approvals.

Muhaned stated that this is an issue that restricts the effective use of CMAQ funds because the projects can not be advanced and the agencies have begun vacating project types that will require a Buy America waiver for this reason. Ty agreed with Muhaned's comment and added that the projects being delayed are considered very cost effective and, particularly in the San Joaquin Valley, we are trying to meet a cost effectiveness criteria for CMAQ projects.

Melissa Garza (FresnoCOG) asked if there were any actions on Caltrans' part to address this issue. Muhaned and Abhijit both stated that they did not know of any actions on the part of Caltrans. Muhaned added that since 100% of the CMAQ funds are distributed to the regions that this was not directly an issue for Caltrans.

Muhaned stated that they would address these concerns with Local Assistance and check with their legislative office to see if there is any activity in this area.

Bruce asked for clarification about the Buy America requirements as they are stated in MAP-21. There are some conflicting statements as to the effective date that these requirements apply to projects. Some are stating that the MAP-21 requirements begin when the bill was signed and others state that the requirements begin October 1, 2012, when the bill became effective. We need a time frame of when the SAFETEA-LU requirements ended and when the MAP-21 requirements began. Jean stated that her understanding was that FHWA is using the October 1, 2012, date as the time for all MAP-21 requirements to become effective. However, there is a transition period between October 1 and December 31, 2012, for the Buy America requirements and that FHWA is working with Caltrans Local Assistance in an effort to establish a chart that will clarify the date(s) of implementation of the requirements within the transition period. All projects obligated after January 1, 2013, are required to comply with the MAP-21 requirements.

Either FHWA or DLA will provide the implementation information to the regions when it is available.

9. Best Practices of Environmental Justice (EJ) Analysis within California Best Practices of Environmental Justice Analysis within California (Handout No. 1) – Jack Lord

Jack Lord (FHWA) provided slides from a presentation created by the FHWA CA Division Civil Rights Manager and presented to the FHWA Planners and administrators regarding best practices in EJ analysis. The presentation selected the programs from MTC and KernCOG as examples of an effective analysis. Jack offered to provide the entire presentation if desired. Sri Srinivasan (MTC) stated that it would be of value to see the entire presentation.

Jack will forward the presentation to Abhijit and Abhijit will send it out to the group.

10. Division of Mass Transportation (DMT) Update – James Ogbana

NOTE: This item was taken out of sequence, but is presented in sequence in the minutes

Abhijit gave the background on the follow-up item for this report (two Call-for-projects for FTA 5311 funds). Based on the discussion at the November 2012 meeting in which Caltrans DMT announced the call for projects for the first half of the FTA 5311 funds and noted that there would be a second call for projects when the second half of the FTA 5311 funds are released.

James Ogbana (Caltrans DMT), the Project Manager for the 5311 program, stated that he has always waited until the last minute in a FY so that the full year FTA apportionment had been provided before he does a call for projects. The reason for this is to avoid the task of establishing multiple agreements with providers in the same year. This will continue under MAP-21. DMT will also be adding in the program savings from the prior year to this call for projects for FTA 5311.

Muhaned asked about doing a two-year call for projects. James stated that this is not possible due to the dependence on the state budget for financial constraint and the fact that the

state budget is on a one-year cycle. James also noted that the funding and expenditures are done in arrears, so there is not the concern as with the highways program of moving projects around in order to use the full apportionment – providers are already working on the projects.

James also noted that the department would be doing a call for projects for the FTA 5311(f) (Intercity Bus) program on January 28, 2013, with application due April 15, 2013.

Brian Travis gave an update on the FTA 5310, JARC, and New Freedom programs.

DMT issued a 5310 call for projects for an estimated \$13million of SAFETEA-LU funds in November, applications are due to the MPOs in March and to Caltrans in May.

All of the JARC/NF funds are still SAFETEA-LU moneys as these programs are no longer independent programs under MAP-21. A call for projects was issued November 2012.

For the JARC program, there is \$1.08 million available for large urbanized areas and \$795,000 available for small urbanized areas. For the NF program there is \$950,000 available for large urbanized areas and \$481,000 available for small urbanized areas.

Brian also noted that these programs are eligible for toll credit matching.

Muhaned asked about the DMT policy on the use of toll credits. James stated that a factsheet is available on the DMT website regarding the use of toll credits.

Brian stated that he is the MAP-21 person in DMT and is available for questions on the affects of MAP-21 on transit funding. He will be presenting at the Caltrans Implementation Workshops.

Brian will send his contact information to the Programming Office for dissemination to the CFPG.

11. CMAQ Annual Report

Lima Huy (CT Federal Programming Office) reported that all of the data had been received from the regions, but there is some difficulty entering the data into the federal system.

They are working with FHWA to resolve the problems. Muhaned stated his appreciation for the regions getting their information to the Programming Office in a timely manner.

12a. Follow up Items

8. *(1) Muhaned stated that they would address the concerns with Local Assistance and their legislative office to see if there is any activity in this area.*

(2) Either FHWA or DLA will provide the implementation information on the Buy America transition period to the regions when it is available.

9. *Jack will forward the presentation to Abhijit, and Abhijit will send it out to the group.*

10. *Brian will send his contact information to the Programming Office for dissemination to the CFPG.*

12b. Open Forum

Will Ridder (SJCOG) asked to go back to the Buy America requirements and asked if it was prudent to start the waiver process in advance of the programming for a project that may need a waiver. Jean answered that if the project is programmed in the current FTIP that you should start this year. Jean also noted that FHWA and FTA have different Buy America provisions (more directly to rolling stock) and the MPO or the project sponsor should look into each program and if the project is transferrable to an FTA grant that the project timeline may benefit from the transfer.

Muhaned discussed the MAP-21 CMAQ Working Group meeting that occurred January 10, 2013. Muhaned described the six distribution options that were presented and some of the discussion about the PM 2.5 benefit projects. Muhaned also stated that the STP Working Group has not met because there is still some information needed to be part of the discussion on the distribution of funds.

Judy (TMPO) stated that their FTIP would go to their board and to Caltrans soon.

12c. Future Agenda Items

Abhijit noted that he is always accepting subject matter for future meetings.

13. Next Meetings:

March 12, 2013, Caltrans Sacramento (10:30 am – 12:30 pm)

April 23, 2013, MTC Oakland (10:30 am – 12:30 pm)

June 4, 2013, SACOG Sacramento (10:30 am – 12:30 pm)

Handout No. 1 for Item No. 9

From the November 20, 2012 CFPG Meeting:

- *FHWA will work through their EJ Planner to develop a list of best practice type EJ Analyses within CA.*

Lance Yokota, the FHWA California Division Civil Rights Program Manager, created a presentation for the FHWA Planning, Environment, Air Quality, Realty, and Civil Rights (PEAR+C) Discipline Seminar held in Leesburg, VA, in May of 2012. The presentation highlighted the activities of MTC and the KernCOG for the quality of their Environmental Justice (EJ) analyses, particularly the performance measures used examine Equity in their respective areas.

Note: Lance wanted it to be made clear to all of the MPOs that future RTPs will need to include analyses for Title VI as well as for EJ. In addition, his presentation emphasized that each MPO needs to periodically review its public involvement process to ensure that it provides full and open access to all, including those traditionally underserved by existing transportation systems, such as minorities and low income households.

MTC Equity Measures

■ RTP Expenditures

Transportation 2035 Expenditures per Household by Income Level

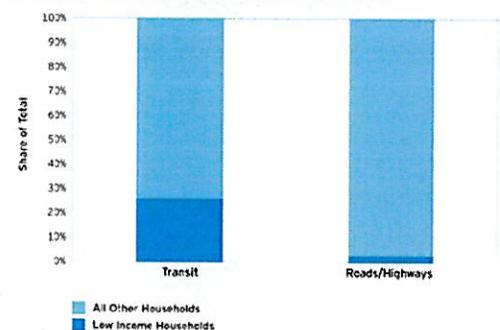
T2035 Expenditures (\$Billions)	All Households	Low Income Households Share	All Other Households Share
Transit Maintenance/Ops	\$119.7	\$31.9	\$87.7
Transit Expansion	\$29.2	\$7.8	\$21.4
Transit Subtotal	\$148.9	\$39.7	\$109.1
Road/Highway Maintenance/Ops	\$66.8	\$1.6	\$65.2
Road/Highway Expansion	\$9.7	\$0.2	\$9.4
Road/Highway Subtotal	\$76.4	\$1.8	\$74.6
Total T2035 Expenditures	\$225.3	\$41.6	\$183.7

	Total	Low-Income	All Other
Number of Households (2006)	2,468,024	436,554	2,031,470

Expenditures per Household (\$000s)	All Households	Low Income Households	All Other Households
Transit Maintenance/Ops	\$48.5	\$73.0	\$43.2
Transit Expansion	\$11.8	\$17.9	\$10.5
Transit Subtotal	\$60.3	\$90.9	\$53.7
Road/Highway Maintenance/Ops	\$27.1	\$3.7	\$32.1
Road/Highway Expansion	\$3.9	\$0.5	\$4.6
Road/Highway Subtotal	\$31.0	\$4.2	\$36.7
Total	\$91.3	\$95.2	\$90.4

Source: MTC Draft Transportation 2035 Plan and 2006 American Community Survey
 Note: Some figures do not add to total shown due to rounding.

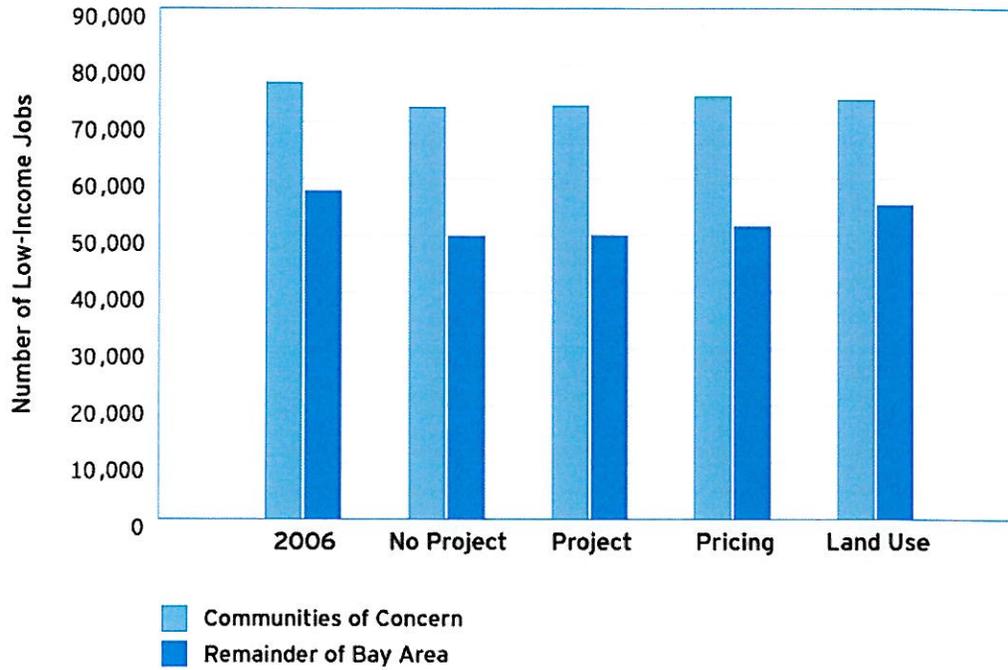
Share of System Usage by Household Income Group



Source: MTC Transit Passenger Demographic Survey, 2000 Bay Area Travel Survey

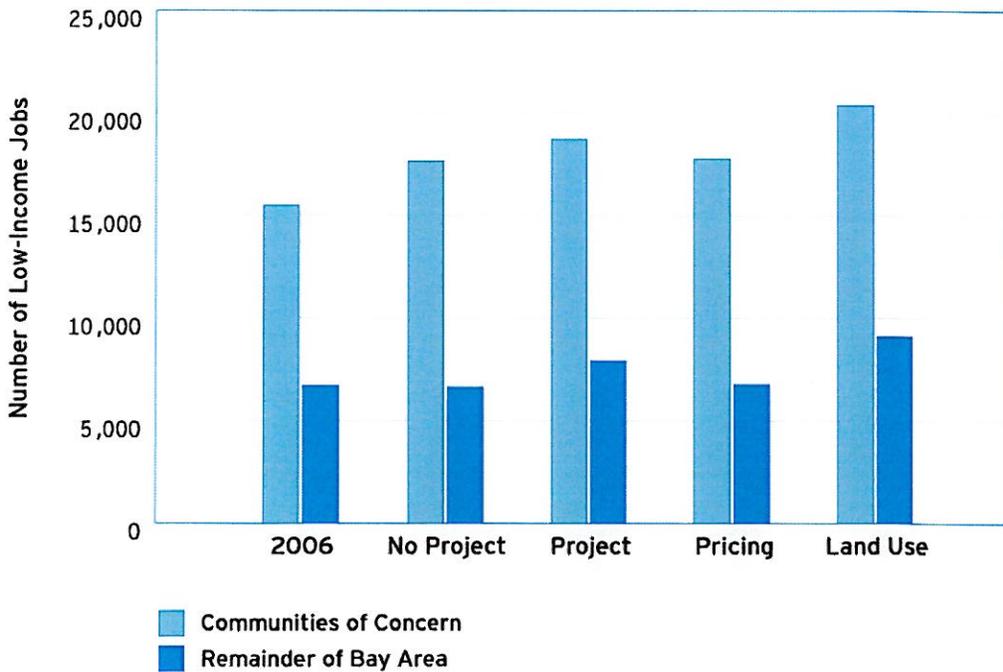
■ **Access to low-income jobs by auto and transit**

Low-Income Jobs Accessible in 30 Minutes by Auto



Source: MTC estimates

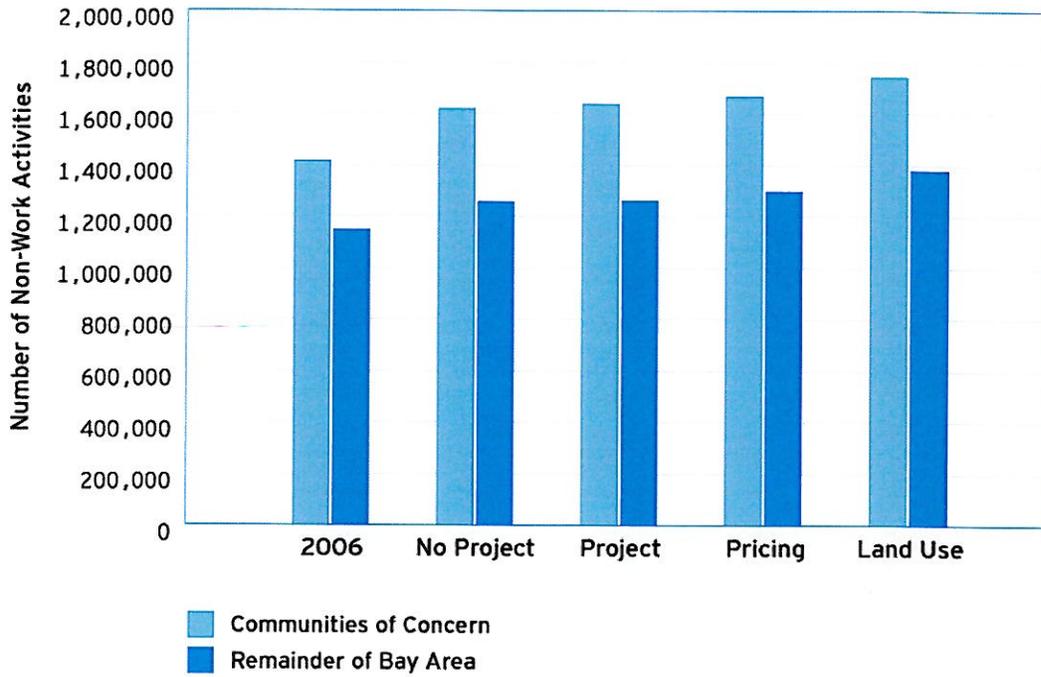
Low-Income Jobs Accessible in 30 Minutes by Transit



Source: MTC estimates

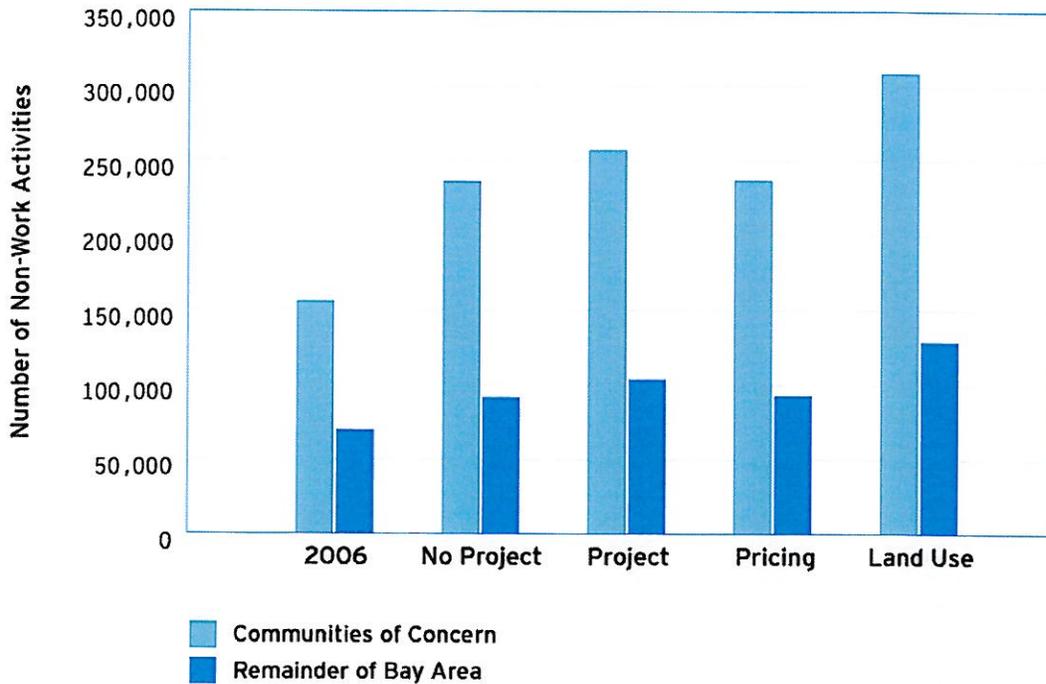
■ **Access to non-work activities by auto and transit**

Non-Work Activities Accessible within 30 Minutes by Auto



Source: MTC estimates

Non-Work Activities Accessible within 30 Minutes by Transit



Source: MTC estimates

Ratio of Accessibility by Auto to Accessibility by Transit

	Low-Income Jobs		Non-Work Activities	
	2006	2035	2006	2035
Communities of Concern	5.0	3.9	9.1	6.4
Remainder of Region	8.6	6.3	16.5	12.2
Low-Income	4.0	3.2	8.0	5.7
Not Low-Income	9.5	7.0	16.9	12.5

Source: MTC estimates

■ Emissions

Mobile Source Air Toxics Emissions Density

Diesel Particulates, Benzene, and Butadiene: Kg per average weekday per square mile

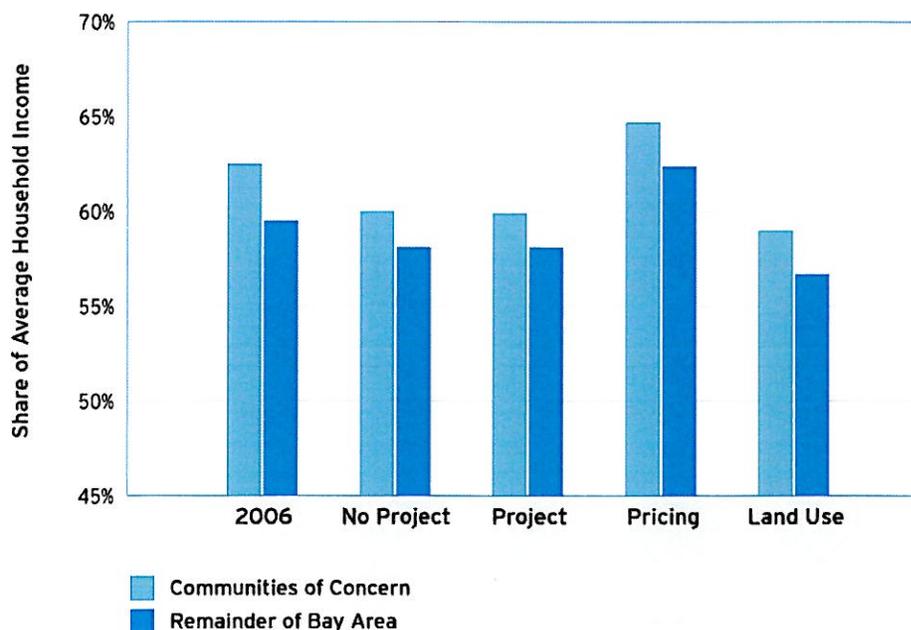
	2006	No Project	Project	Pricing	Land Use
Communities of Concern	5.92	1.29	1.26	1.24	1.29
Remainder of Bay Area	2.26	0.48	0.46	0.47	0.47
Total Region	2.94	0.64	0.61	0.61	0.63

Source: MTC estimates

■ Affordability (test measure)

Housing + Transportation Affordability for Low and Moderate-Low Income Households:

Housing and Transportation Costs as Share of Mean Household Income



Source: MTC estimates

■ **Summary**

Key questions	Low-Income Jobs Accessible by Auto	Low-Income Jobs Accessible by Transit	Access to Non-Work Activities by Auto	Access to Non-Work Activities by Transit	Emissions Density	Affordability
Are conditions in communities of concern better overall than the remainder of the region?	Yes	Yes	Yes	Yes	No	No
Do conditions in communities of concern improve under the Project relative to the No Project?	Yes	Yes	Yes	Yes	Yes	No Change
Do communities of concern receive similar or greater benefit compared to the remainder of the region under the Project, relative to the No Project alternative?	Yes	No	Yes	Yes	Yes	Yes

Other Features of MTC's Equity Analysis

- Identify assumptions and limitations of analysis
- Discussion of alternative equity measures and why they are not used
- Identify sub-regional differences with respect to an equity measure
- Data Sources
- Alternatives
- Regional Trends
- Next Steps

KernCOG Equity Measures

■ Mobility

Table 2-4 Average Travel Time – Peak Highway Trips (in minutes)

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	12.67	13.39	14.47
Rural Areas	20.58	20.78	21.37
Countywide	16.26	16.94	18.75

Table 2-5 EJ TAZs Average Travel Time – Peak Highway Trips

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	12.40	13.00	13.51
Rural Areas	20.31	20.69	21.34
Countywide	14.14	14.71	15.23

Table 2-6 Average Travel Time – Peak Transit Trips²

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	44.77	46.10	45.50
Rural Areas	N/A	N/A	N/A
Countywide*	47.54	47.98	49.07

*includes portions of trips outside of Metro that drive to use metro transit

Table 2-7 EJ TAZs Average Travel Time – Peak Transit Trips

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	43.86	45.38	44.14
Rural Areas	N/A	N/A	N/A
Countywide*	48.63	45.65	44.73

*includes portions of trips outside of Metro that drive to use metro transit

■ **Accessibility/Economic Well Being**

Table 2-8 Average Travel Time to Major Job Centers – Highway

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	12.13	12.12	13.24
Rural Areas	27.26	27.16	27.73
Countywide	19.69	19.39	21.55

Table 2-9 Average Travel Time from EJ TAZs to Major Job Centers – Highway

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	11.85	11.78	12.20
Rural Areas	25.31	24.73	25.27
Countywide	14.80	14.65	15.08

Table 2-10 Average Travel Time to Major Job Centers – Transit ³

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	43.98	46.23	44.91
Rural Areas	N/A	N/A	N/A
Countywide*	47.07	49.35	49.02

*includes portions of trips outside of Metro for those who drive to use metro transit

Table 2-11 Average Travel Time from EJ TAZs to Major Job Centers – Transit

Place Type	2006	2035 Build	2035 No Build
Urban/Metro	43.88	45.29	44.73
Rural Areas	N/A	N/A	N/A
Countywide*	44.42	45.62	17.1

*includes portions of trips outside of Metro for those who drive to use metro transit

■ **Reliability/Congestion**

Table 2-12 Average Level of Congestion in Hours

Place Type	2006	2035	Percent increase
Urban/Metro	284,056	500,661	76
Rural Areas	276,468	503,753	82
Countywide	560,524	1,004,414	79

Table 2-13 Average Level of Congestion in Hours – EJ TAZs

Place Type	2006	2035	Percent increase
Urban/Metro	122,791	183,661	50
Rural Areas	64,257	116,046	81
Countywide	187,048	299,896	60

■ **Reliability/Safety**

Table 2-14 Annualized Accident Statistics for Annual Average Daily Traffic

Place Type	2006	2035	Percent Increase
Urban/Metro			
Property damage	1,537	2,862	86
Injury	879	1,636	86
Fatality	55	103	87
Rural			
Property damage	2,239	4,092	83
Injury	1,279	2,338	83
Fatality	81	147	81
Countywide			
Property damage	3,776	6,954	84
Injury	2,158	3,974	84
Fatality	136	250	84

**Table 2-15 Annualized Accident Statistics for Annual Average Daily Traffic
– EJ TAZs**

Place Type	2006	2035	Percent Increase
Urban/Metro			
Property damage	647	1,001	55
Injury	370	572	55
Fatality	23	36	57
Rural			
Property damage	490	911	86
Injury	280	521	86
Fatality	18	33	83
Countywide			
Property damage	1,137	1,912	68
Injury	650	1,093	68
Fatality	41	69	68

■ **Efficiency/Cost Effectiveness**

Table 2-16 Average Daily Investment per Passenger Mile Traveled – Highways

Place Type	2035 Build
Urban/Metro	\$.009
Rural Areas	\$.004
Countywide	\$.007

Table 2-17 Average Daily Investment per Passenger Mile Traveled – Highways – EJ TAZs

Place Type	2035 Build
Urban/Metro	\$.015
Rural Areas	\$.006
Countywide	\$.0105

Table 2-18 Average Daily Investment per Passenger Mile Traveled – Transit⁴

Place Type	2035
Urban/Metro	\$.11
Rural Areas	N/A
Countywide	\$.13

Table 2-19 Average Daily Investment per Passenger Mile Traveled – Transit – EJ TAZs

Place Type	2030
Urban/Metro	\$.0723
Rural Areas	N/A
Countywide	\$.06

■ **Livability/Consumer Satisfaction**

Table 2-20 Average Trip Delay Time in Hours

Place Type	2006	2035	Percent increase
Urban/Metro	61,929	105,837	71
Rural Areas	24,703	48,163	95
Countywide	86,632	154,000	78

Table 2-21 Average Trip Delay Time in Hours for EJ TAZs

Place Type	2006	2035	Percent increase
Urban/Metro	27,134	43,190	59
Rural Areas	8,905	15,344	72
Countywide	36,039	58,534	62

■ Equity

Table 2-25 Percent of Expenditures Versus Passenger Miles Traveled in 2035 - Highways

Place Type	2035 PMT	Total investment	PMT (percent)	Investment (percent)
Urban/Metro	23,381,541	\$2,403,140,132	41	63
Rural Areas	33,427,754	\$1,435,741,868	59	37
Countywide	56,809,295	\$3,838,882,000	100	100

Table 2-26 Percent of Expenditures Versus Passenger Miles Traveled in EJ TAZs by 2035 - Highways

Place Type	2035 PMT	Total investment	PMT (percent)	Investment (percent)
Urban/Metro	8,179,260	\$1,303,108,495	52	73
Rural Areas	7,443,927	\$481,971,635	48	27
Countywide	15,623,187	\$1,785,080,130	100	100

Table 2-27 Percent of Expenditures Versus Passenger Miles Traveled in 2035 – Transit

Place Type	2035 PMT	Total investment	PMT (percent)	Investment (percent)
Urban/Metro	95,045	\$96,000,000	100	85
Rural Areas	N/A	\$16,800,000	N/A	15
Countywide	N/A	\$112,800,000	100	100

Table 2-28 Percent of Expenditures Versus Passenger Miles Traveled in EJ TAZs by 2035 - Transit

Place Type	2035 PMT	Total investment	PMT (percent)	Investment (percent)
Urban/Metro	64,610	\$46,944,000	N/A	90
Rural Areas	N/A	\$5,410,000	N/A	10
Countywide	N/A	\$52,354,000	100	100

Common Equity Analysis Errors

- Define EJ TAZs as a neighborhood that contain X% or more of the county average percentages of minority, low income, elderly or disabled populations.
- No “burdens” measure(s).
- Discussion of benefits and burdens of RTP, but no quantitative analysis (cannot determine disproportionate impact).
- Equity analysis for the RTP addresses distribution of equity measures for low-income populations only.
- Define EJ area with minority and income thresholds below the regional averages.

Common Public Involvement Assessment Errors

- Only tally how frequently the MPO used various public involvement activities.
- Public involvement assessment methodology is described in Public Involvement Plan, but not implemented yet.

For further information please contact Jack Lord, Planning and Air Quality Team Leader, at 916-498-5888, or at jack.lord@dot.gov.

Handout No. 2 for Item No. 10

DEPARTMENT OF TRANSPORTATION
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*Flex your power!
Be energy efficient!*

December 18, 2012

To: MPOS AND RTPAS:

The Division of Mass Transportation (Division) is pleased to announce the Federal Fiscal Year (FFY) 2013 Federal Transit Administration (FTA) Section 5311 call for projects. An estimated **\$25.1 million** will be allocated to enhance public transportation in rural areas. This amount excludes the amount allowable for program administration and 5311(f) discretionary funding. The amount includes **\$20.7 million** in new federal transportation legislation "Moving Ahead for Progress in the 21st Century" (MAP-21) funds and **\$4.4 million** unencumbered under prior Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users cycles that are being carried over to fiscal year (FY) 2013. This apportionment is based on the 2010 decennial census; it represents the full funding amount for FY 2013. Amounts allocated to each region can be viewed in Attachment 1.

Note: MAP-21 repealed the Job Access Reverse Commute (JARC) Program. However, JARC- like projects can now be funded under the Section 5311 program. This Program modification will allow Transportation Planning Agencies and Metropolitan Planning Organizations more flexibility and discretion. Eligible 5311 - JARC activities can be found in FTA Circular 9050.1 at: http://www.fta.dot.gov/legislation_law/12349_6623.html

This 5311- JARC inclusive program will be administered under the Division's Section 5311 process. The application for FFY 2013 is available on our website at: <http://www.dot.ca.gov/hq/MassTrans/5311.html>
All FFY 2013 projects will require the following documentation:

- A complete application - 1 original, notarized copy, and 1 electronic copy (CD or flash drive).
- A Program of Projects (POP).
- Support documentation.
- Current FTA Certifications and Assurances.

These documents are due to your California Department of Transportation (Caltrans) District Transit Representative (DTR) on **April 5, 2013**. All FFY 2013 projects must be programmed prior to the Division's submittal to FTA. Flex funded Congestion Management Air Quality (CMAQ) projects applications, their POP's, and transfer requests must route through your appropriate District Local Assistance Engineer and DTR. The CMAQ applications are due to Caltrans DTR by **March 1, 2013**.

For more information about the FTA Section 5311 program and other FTA programs, please navigate to the Federal Register: <http://www.gpo.gov/fdsys/pkg/FR-2012-10-16/pdf/2012-25152.pdf> or contact your appropriate DTR or DMT Headquarters liaison as displayed in Attachment 2.

Sincerely,

JAMES OGBONNA
Branch Chief
Rural Transit and Intercity Bus

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November 15, 2012

CALL FOR PROJECTS

FTA SECTION 5310 ELDERLY AND DISABLE SPECIALIZED TRANSIT FTA SECTION 5316 JOB ACCESS REVERSE COMMUTE (JARC) FTA SECTION 5317 NEW FREEDOM (NF)

The California Department of Transportation's (Caltrans), Division of Mass Transportation is pleased to announce a Call for Projects for Federal Fiscal Year 2012 utilizing remaining SAFETEA-LU funds.

5310 Program

- Estimated funding is \$13 million.
- 2012 Application and additional information are posted on our website:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Toll-free assistance line: 1-888-472-6816.
- Application due date to regional planning agency is *on or before* **March 11, 2013**.
- Application due date to Caltrans is *on or before* **May 13, 2013**.

5316 and 5317 Programs

- Estimated federal funding is \$1.88 million for JARC-Small Urban and JARC Non-Urban (Rural).
- Estimated federal funding of \$1.43 million for New Freedom-Small Urban and New Freedom Non-Urban (Rural).
- 2012 applications and additional information is available on the JARC (<http://www.dot.ca.gov/hq/MassTrans/5316.htm>) and NF (<http://www.dot.ca.gov/hq/MassTrans/5317.html>) websites.
- Applications from small urbanized areas whose local transportation planning agencies are included in the Memorandum of Understanding (MOU), please take note: the deadline to submit your application to the MPO or RTPA is *on or before* **March 29, 2013**. The MPOs and RTPAs in the MOU are providing the first level application review and scoring. The applications are due to Caltrans from the MPOs and RTPAs *on or before* April 19, 2013. (For a list of MPOs and RTPAs included in the MOU, please see the program websites.)
- Applications from non-MOU small urbanized areas and rural areas are due to Caltrans *on or before* **April 19, 2013**.

Call For Projects
Page 2

Fact sheets for all three programs are enclosed. This information is available in alternate formats by request. We look forward to working with you in this application cycle.

Sincerely,

MARK CODEY
Chief
Office of Federal Transit Grants

Enclosures: Program Fact Sheets