

Agenda

April 15, 2014
10:30 am – 12:30 pm

SACOG
 1415 L Street, Suite 300
 Sacramento, CA 95814

Contact: Jose Luis Caceres
 (916) 340-6218

Telephone Number: (712) 432-1438
Participant Access Code: 932832#

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 03/04/2014 Meeting Minutes	10:40	Abhijit Bagde
4	Announcements and Updates: <ul style="list-style-type: none"> • Staffing Update – CT/FHWA/FTA/MPOs 	10:45	All
5	Active Transportation Program: <ol style="list-style-type: none"> 1. Update – April Nitsos, CT Local Assistance 2. FTIP Programming - Muhaned Aljabiry 	10:50	
6	Follow-Up Items from last meeting: <ol style="list-style-type: none"> 1. Abhijit Bagde to send out revised dates for the NPRM - Item completed (Information was sent by Abhijit on 03/05/2014) 2. Abhijit will send out Ben Rubin's, OPR, contact information to MPOs - Item completed (Information was sent by Abhijit on 03/05/2014) 3. Teresa Mcwilliam will send Abhijit the ATP link and ATP PowerPoint presentation to Abhijit in order to send it to the group - Item completed (Information was sent by Abhijit on 03/05/2014) 4. Dennis Jacobs to email MPOs to survey about inclusion of emissions benefits feature in CTIPS – Dennis to provide an update 5. Stew Sonnenberg, FHWA to provide additional information/guidance on recent changes to the CMAQ Program (per 2014 Appropriations Act) related to Operating Assistance – Stew to provide an update 	11:10	Abhijit Bagde
7	Highway Safety Improvement Program (HSIP) – Update (Handout No. 1)	11:25	Ted Davini, CT Local Assistance
8	2015 FSTIP: <ol style="list-style-type: none"> 1. Schedule – Dennis Jacobs 2. Draft 2015 FTIPs – Dennis Jacobs 3. 2014 STIP and 2014 SHOPP Projects – Abhijit Bagde 	11:40	CT

	4. Financial Summary – Lilibeth Green 5. CTIPS Draft FTIP Module – Abhijit Bagde		
9	CTIPS Conversion - Update	12:00	Rambabu Bavirisetty
10	Mineta Transportation Institute - Education Programs (Handout No. 2)	12:15	Jose Luis Caceres/ Dr. Peter Haas
11	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum • Future Agenda Items 	12:25	All
12	Future meeting dates and locations: <ul style="list-style-type: none"> • May 27, 2014, Caltrans Sacramento (10:30 am – 12:30 pm) • July 15, 2014 MTC Oakland (10:30 am – 12:30 pm) 	12:30	All

California Federal Programming Group (CFPG)

Meeting Minutes for: April 15, 2014

1. Agenda:

Abhijit Bagde (CT Federal Programming Office) reviewed the agenda and noted the follow up item attachments that were emailed as well. No changes requested.

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 March 4, 2014 meeting were provided via email prior to the meeting. No comments – Minutes were approved.

4. Announcements and Updates:

Staffing updates:

- Jack Lord, FHWA, announced that Chomari West from FHWA's Professional Development Program will be shadowing the senior planners in the office.
- SJCOG, Anthony Zepeda, announced that Wil Ridder no longer works for SJCOG.

5. Active Transportation Program (ATP) – April Nitsos, Caltrans Local Assistance

April Nitsos, presented this item.

Cycle 1:

- Solicitation for the ATP State portion started March 21, 2014, following the adoption of the ATP Guidelines. This portion represents approximately \$180 million, of the \$360 million ATP pot. Applications are due to Caltrans COB, 5/21/14. Any application received after the due date will not be considered. Applications will be reviewed by the Project Evaluation Committee, which will be established by the CTC. Caltrans will sit on that committee. There will be 4-8 subcommittees reviewing the applications. Caltrans district staff will also perform a limited streamline review of the applications. By the end of August, the ATP project list will go to CTC for consideration. CTC will adopt the ATP list by August 20, 2014. All applicants will be notified of their award status. The project list will be available on the CTC website as well as on the Caltrans Local Assistance website. A copy of each of the project application during the solicitation will be sent to the MPOs. MPOs may consider a supplemental call for projects. CT will act as the MPO for the small urban rural. Those projects will be adopted at the same time as the State projects.

Cycle 2/ Guidelines/ Master Agreement:

- Cycle 2 solicitation will be in November 2014; the application, date and schedule are available on the Local Assistance ATP website. The schedule is in the guidelines, which can be accessed on the CTC and Caltrans Local Assistance ATP website.
- Caltrans, Local Assistance is in the process of preparing its own guidelines, which will also be posted on the Local Assistance ATP website.
- Local Assistance is working with legal to establish master agreements with tribal governments.

Training:

- Training is conducted through the month of April 2014. Training schedule is posted on the Caltrans Local Assistance ATP website:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

- It is open to any potential applicant (e.g. RTPA, schools, non-profit organization, MPO) and Caltrans district staff. If interested in attending training, contact Local Assistance to make reservation. A recorded session in District 3 will be made available on the Caltrans Local Assistance ATP website for anyone who is not able to attend training.

Procedure

- Raquel Pacheco, KernCOG, asked if ATP projects would require an allocation vote from the CTC. April Nitsos replied that an allocation vote is required. Agencies can get an allocation vote as soon as the project is awarded and programmed in the FTIP.
- Muhaned Aljabiry, Caltrans Programming, explained the amendment process. The ATP project list will follow the same protocol as other State managed programs. Abhijit Bagde, Caltrans Programming, will forward the statewide project list to MPO for programming in the FTIP. The MPO will determine how the project(s) should be programmed, either as part of a grouped project listing or as an individually listed project. He requested MPOs program these projects ASAP. The fund type will be ATP. Caltrans Programming, will track the ATP programming by MPO to ensure the financial constraint of the FSTIP, Caltrans Local Assistance will track the funding for individual programs that makes up the ATP, both the formula and competitive portions. Abhijit Bagde reminded everyone that MPOs might be able to program ATP projects in their

existing group project listings as long as the scope of the ATP project is consistent with that of the grouped project listing.

- Due to ATP's aggressive timeline, it is important to amend these projects into the FTIP ASAP. MPOs need to keep in mind the ATP schedule and plan the release of amendments accordingly.
- MPOs do not need to wait for the 2015 FSTIP approval to prepare an amendment to the 2015 FTIP. Abhijit Bagde indicated that MPOs who have adopted their 2015 FTIP could start preparing an amendment to the 2015 FTIP as soon as the ATP list is out. Once the FHWA and FTA approve the 2015 FSTIP, Caltrans Programming will post the amendment for 14-days to as required by the FSTIP's Public Participation Plan.

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

- 1) Abhijit Bagde to send out revised dates for the NPRM - Item completed (Information was sent by Abhijit on 03/05/2014)
- 2) Abhijit will send out Ben Rubin's, OPR, contact information to MPOs - Item completed (Information was sent by Abhijit on 03/05/2014) Marilee Mortenson, Caltrans Planning, informed us that Ben Rubin is no longer with OPR. Abhijit Bagde will find out who his replacement is.
- 3) Teresa Mcwilliam will send Abhijit the ATP link and ATP PowerPoint presentation to Abhijit in order to send it to the group - Item completed (Information was sent by Abhijit on 03/05/2014)
- 4) Dennis Jacobs to email MPOs to survey about inclusion of emissions benefits feature in CTIPS – Dennis informed the group that most respondents do not want this feature included in CTIPS.
- 5) Stew Sonnenberg, FHWA to provide additional information/guidance on recent changes to the CMAQ Program (per 2014 Appropriations Act) related to Operating Assistance. Jack Lord, FHWA, provided an update.

On January 17, 2014, President Obama signed the 2014 Appropriations Act. The 2014 Appropriations Act included changes to the Operation Assistance Section of the CMAQ program (23 USC 149(m)). The changes added new language that specifically prohibits the imposition of a time limitation for operating assistance eligibility on a system "for which CMAQ funding was made available, obligated or expended in fiscal year 2012."

Jose-Luis Caceres, SACOG sent an email to Abhijit Bagde, FTA, and FHWA on March 4, 2014 requesting clarification on the meaning of "expended," "obligated," and "made available." His concern is that based on the expansive language in the law, the impact may be much broader than just FY 2012. Theoretically, CMAQ funds that were "made available" in FY 2012, could be obligated in future years. Would these projects be eligible to receive operating assistance indefinitely? He is requesting FHWA to clarify what the new Operation Assistance Section of the CMAQ Program really means.

Lima Huy asked if Caltrans Programming should hold off reviewing the FY 2012 CMAQ Annual report until FHWA provides more clarification. Jack Lord responded that Caltrans Programming should continue reviewing the FY 2012 report, but he will get back to them on what the law really means. Muhaned Aljabiry is requesting FHWA to provide definitive criteria.

7. Highway Safety Improvement Program (HSIP)

- Ted Davini, Caltrans Local Assistance, gave an update on the HSIP. He went over Handout No. 1. He provided information on Cycle 6 results, current local HSIP programming, Caltrans Local Assistance plans for Cycle 7, and delayed projects in Cycle 6. The benefit cost ratio is down in Cycle 6 compared to Cycle 4 & 5. This is due to the focus on improving the overall geographic location and not simply spot improvements where there are crash and fatalities. The B/C ratio decreased due to increased emphasis on proactive systemic improvement, which is the focus of the program. November 2013, the Cycle 6 list came out.
- Ted Davini, Caltrans Local Assistance is working with Abhijit Bagde, Caltrans Programming to find ways to program past apportionments and obligations through the OA management policy to free up new capacity for new projects.
- The next call for projects will be spring 2015; schedule was delayed due to lack of programming capacity.
- He is undertaking these program efficiencies: 1) program by phase instead of programming all funds under the CON phase 2) improve guidance to promote project delivery, and 3) continue to focus on low cost systemic improvements.
- He went over a graph showing delayed projects. He is asking MPOs to assist agencies, as many are still confused about programming requirements.
- Muhaned Aljabiry asked about consequences of non-delivery. Ted Davini, Caltrans Local Assistance, responded that agencies who do not deliver would not be able to apply for future HSIP funding until all flags area cleared.
- Caltrans Local Assistance is setting up an HSIP Advisory Committee, which will include representatives from cities, counties, and MPOs. The committee will address thresholds required to pull HSIP funding for non-delivery.
- Timeline for Delivery: 6 months to deliver PE from date of program, 30 months total to complete construction. An example was given that if an agency delivers PE in 1 month, it has 29 months remaining to complete the construction phase.

8. 2015 FSTIP

- 1) Schedule: Dennis Jacobs provided an update on the 2015 FSTIP development schedule.
- 2) Draft 2015 FTIPs: Dennis Jacobs informed that the 2015 FTIP Checklist and Development Guidance is available on Caltrans Programming website and encourages everyone to refer to it when developing the FTIPs.
- 3) 2014 STIP and 2014 SHOPP Projects: Abhijit Bagde, Caltrans Programming, informed that the 2014 STIP is now available in CTIPs. MPOs may use the transfer mechanism in CTIPs for programming 2014 STIP projects into the 2015 FTIP. On April 8, 2014, Caltrans Programming, transmitted the 2014 SHOPP grouped project listing report to MPOs for programming into their 2015 FTIP. That report is also posted on Caltrans Programming website:
http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2014shopp_grppjt.html

MPOs are to use that this report to program 2014 SHOPP projects in their 2015 FTIPs. MPOs that developed their Draft 2015 FTIP prior to these reports being made available shall prepare an amendment (after their board adopts the 2015 FTIP) to align 2015 FTIP with the 2014 STIP and the 2014 SHOPP. Such amendments and final 2015 FTIPs are due to Caltrans on October 1st and all projects must be uploaded in CTIPS by that date.

- 4) Financial Summary: Lilibeth Green, Caltrans Programming, reminded everyone to use the correct financial table template. There are two templates posted on Caltrans Programming website, one for the 2013 FTIP amendment, and the other for the 2015 FTIP. MPOs are required to use the correct template. This will help Caltrans Programming compile the FSTIP report to demonstrate statewide financial constraint. If the incorrect template is used, Caltrans Programming will ask the MPO to resend the financial tables. Abhijit Bagde, Caltrans Programming, reminded everyone that when MPOs release their Draft 2015 for public review, the financial tables need to be included in it.
- 5) CTIPS Draft Module – Abhijit Bagde, Caltrans Programming, informed that the Draft FTIP model is available for MPOs' use in CTIPS. Please contact your FTIP Coordinator in Caltrans programming should you need assistance.

9. CTIPS Conversion:

Rambabu Bavirisetty, Caltrans CTIPS Office presented this item.

- CTIPs is being converted from MS FoxPro to an Oracle Java based system. This conversion is about 90% complete. Continue to input data normally. During this transition period, he is asking for 1-2 volunteers to test the new system, which will happen in mid-May 2014.
- The new application will be hosted by Caltrans IT. They require each CTIPS user to submit an account form annually. This form needs to be completed by all existing and new users. The form is good for only 12 months and need to be recompleted annually. Abhijit Bagde, Caltrans Programming, will email the form for CTIPS user to complete.

10. Mineta Transportation Institute – Education Programs (Handout No. 2)

Dr. Peter Haas, professor at San Jose State University presented this item.

Jose-Luis Caceres, SACOG, introduced Dr. Peter Haas. He is chair and professor at the Mineta Transportation Institute. Dr. Peter Haas provided information on the Master of Science in Transportation Management as well as the certificate program. The program is sponsored by Caltrans and the United States Department of Transportation, as well as by San Jose State University. It is a fully accredited masters program. This program is probably the only one in the country that focuses on transportation management. The classes are delivered at Caltrans districts and key transit sites throughout California and it will take 2 years and one semester to complete the program. This program offers a great opportunity to enhance credential within the field of transportation and to prepare for upper level management positions. For more information, contact Dr. Peter Haas.

Peter J. Haas, Ph.D.

Education Director
(408) 924-5691
peter.haas@sjsu.edu

11. Follow Up Items

- Stew Sonnenberg, FHWA to provide additional clarification on recent changes to the CMAQ Program (per 2014 Appropriations Act) related to Operating Assistance.
- Abhijit Bagde will find out Ben Rubin's replacement at OPR and provide the new person's contact information to the group.
- Abhijit Bagde will send out the additional HSIP handout that was presented at the meeting.
- Abhijit Bagde will send an email to solicit volunteers for testing the new CTIPS conversion system.
- Dennis Jacobs will send out the FSTIP development schedule and request information on the Draft FTIP public participation period.

Open Forum - nothing

Future Agenda Items - nothing

12. Next Meetings:

- May 27, 2014, Caltrans Sacramento (10:30 am – 12:30 pm)
- July 15, 2014 MTC Oakland (10:30 am – 12:30 pm)

Handout No. 1 for Item No. 7: HSIP

Summary of Key Results

2013 HSIP Cycle 6 Call for Projects

Final HSIP & HR3 funding levels

- The final HSIP Cycle funding is: **\$150.0M**
- The total HR3 eligible projects funded in Cycle 6: **\$21.9 M** *(This is a subset of the total)*
- **389 total applications were received**
- **231 applications were funded**

Overall Expected Transportation Benefits from the funding of these projects:

- **The overall B/C ratio for this call is 10.1**
(The California public should receive 10 times more benefit from these projects in comparison to their costs)
- **Total expected transportation safety benefit expected from this call is \$1.700,000,000.**
This benefit will be realized from reductions in future fatalities, serious injuries, and other crash related costs.
- **“Systemic” projects’ B/C was 40% higher than “Spot Location” projects (11.59 vs. 8.25)**
- **“Roadway Segment” and “Intersection” projects’ had similar results (11.24 vs. 8.97)**

Rural Roadway Funding

- Primarily “Rural” projects received 23% of the overall funding
- The average B/C for “Rural” projects was 11.9
- “HR3” eligible projects received 15% of the overall funding (These are a subset of “Rural”)
- The average B/C for “HR3” projects was 14.7
- Similar to Cycle 5, all Caltrans’ more rural Districts (1, 2, 3, 5, 6, 9, and 10) received a higher percentage of the overall funding than they would have received if funding was based purely on their population share.

Non-Motorized Funding

- Elements of projects focusing on Non-Motorized users received 34% of the overall funding
- The average B/C for these “Non-Motorized” projects was 11.5
- The percent of funding going towards Non-Motorized project elements was significantly higher in Caltrans’ more urban districts, with 40% in District 4 and 56% in District 7.
- The total funding focusing on Non-Motorized users went from 26% in Cycle 5 to 34% in Cycle 6 – a 31% increase. Once again showing that Non-Motorized projects can compete well in the Local HSIP B/C selection process.

**HIGHWAY SAFETY IMPROVEMENT PROGRAM - Cycle 6
Statewide Summary of Grant Applications**

Cycle 6

	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	Statewide Totals
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Total Applications Submitted

Total Applications Submitted	10	8	35	50	19	35	85	37	5	28	34	43	389
Total Cost of Projects	\$4,400,450	\$10,145,082	\$31,918,500	\$44,606,737	\$14,245,000	\$25,349,580	\$60,727,830	\$26,832,990	\$3,659,101	\$26,156,683	\$25,825,711	\$21,570,600	\$296,438,264
Total Federal Funds Requested	\$3,959,400	\$8,782,500	\$28,496,900	\$35,476,700	\$11,905,700	\$22,708,400	\$54,102,500	\$22,028,400	\$3,507,800	\$24,079,200	\$21,903,800	\$18,146,000	\$255,097,300

Rejected Applications

Total Rejected Applications	5	1	12	24	9	19	26	12	3	14	14	19	158
Total Cost of Projects	\$1,880,450	\$132,500	\$9,633,400	\$24,436,736	\$6,018,000	\$13,358,100	\$17,015,730	\$11,214,990	\$2,187,600	\$17,320,383	\$10,235,311	\$9,199,400	\$122,632,600
Total Federal Funds Requested	\$1,692,200	\$100,400	\$8,612,900	\$17,830,000	\$5,297,000	\$11,926,900	\$15,624,000	\$9,035,900	\$1,891,400	\$16,144,600	\$9,337,100	\$7,566,600	\$105,059,000

Funded Applications

Total Funded Applications	5	7	23	26	10	16	59	25	2	14	20	24	231
% Funded Apps vs. Total Apps	50%	88%	66%	52%	53%	46%	69%	68%	40%	50%	59%	56%	69%
Total Cost of Projects	\$2,520,000	\$10,012,582	\$22,285,100	\$20,170,001	\$8,227,000	\$11,991,480	\$43,712,100	\$15,618,000	\$1,471,501	\$8,836,300	\$15,590,400	\$12,371,200	\$172,805,664
Total Federal Funds Requested	\$2,267,200	\$8,682,100	\$19,884,000	\$17,646,700	\$6,608,700	\$10,781,500	\$38,478,500	\$12,992,500	\$1,616,400	\$7,934,600	\$12,566,700	\$10,579,400	\$150,038,300
Expected Total Benefit Value	\$38,122,482	\$121,414,680	\$302,247,166	\$130,574,269	\$66,021,824	\$174,203,438	\$451,670,969	\$117,140,242	\$5,235,535	\$98,203,690	\$84,754,375	\$155,444,323	\$1,745,032,993
Average B/C Ratio	15.1	12.1	13.6	6.5	8.0	14.5	10.3	7.5	3.6	11.1	5.4	12.6	10.1

Non-Motorized Travel

Federal Funds for Non-Motorized	\$669,091	\$1,432,030	\$8,012,620	\$7,089,050	\$865,509	\$998,264	\$21,581,288	\$3,051,368	\$250,180	\$1,618,737	\$4,106,653	\$1,725,507	\$51,400,297
% Federal Funds for Non-Motorized	30%	16%	40%	40%	13%	9%	56%	23%	15%	20%	33%	16%	34%
Average B/C Ratio for Non-Motorized	18.8	31.4	15.0	7.1	10.9	17.7	11.2	9.2	2.3	14.5	3.9	23.4	11.5

Rural Applications

Total Rural Apps Submitted	1	6	6	4	4	8	2	2	0	3	1	2	39
Percent of Rural Applications	20%	86%	26%	15%	40%	50%	3%	8%	0%	21%	5%	8%	17%
Total Rural Federal Funds Req	\$1,126,600	\$7,407,600	\$3,633,100	\$2,948,300	\$3,707,500	\$7,427,700	\$1,383,200	\$927,400	\$0	\$2,471,600	\$776,500	\$2,632,300	\$34,441,800
Percent of Rural Fed Funds Req	50%	85%	18%	17%	56%	69%	4%	7%	0%	31%	6%	25%	23%
Average B/C Ratio for Rural Applications	14.6	7.8	12.7	8.5	5.9	16.8	18.9	3.3	0.0	10.5	5.1	21.9	11.9

HR3 Applications

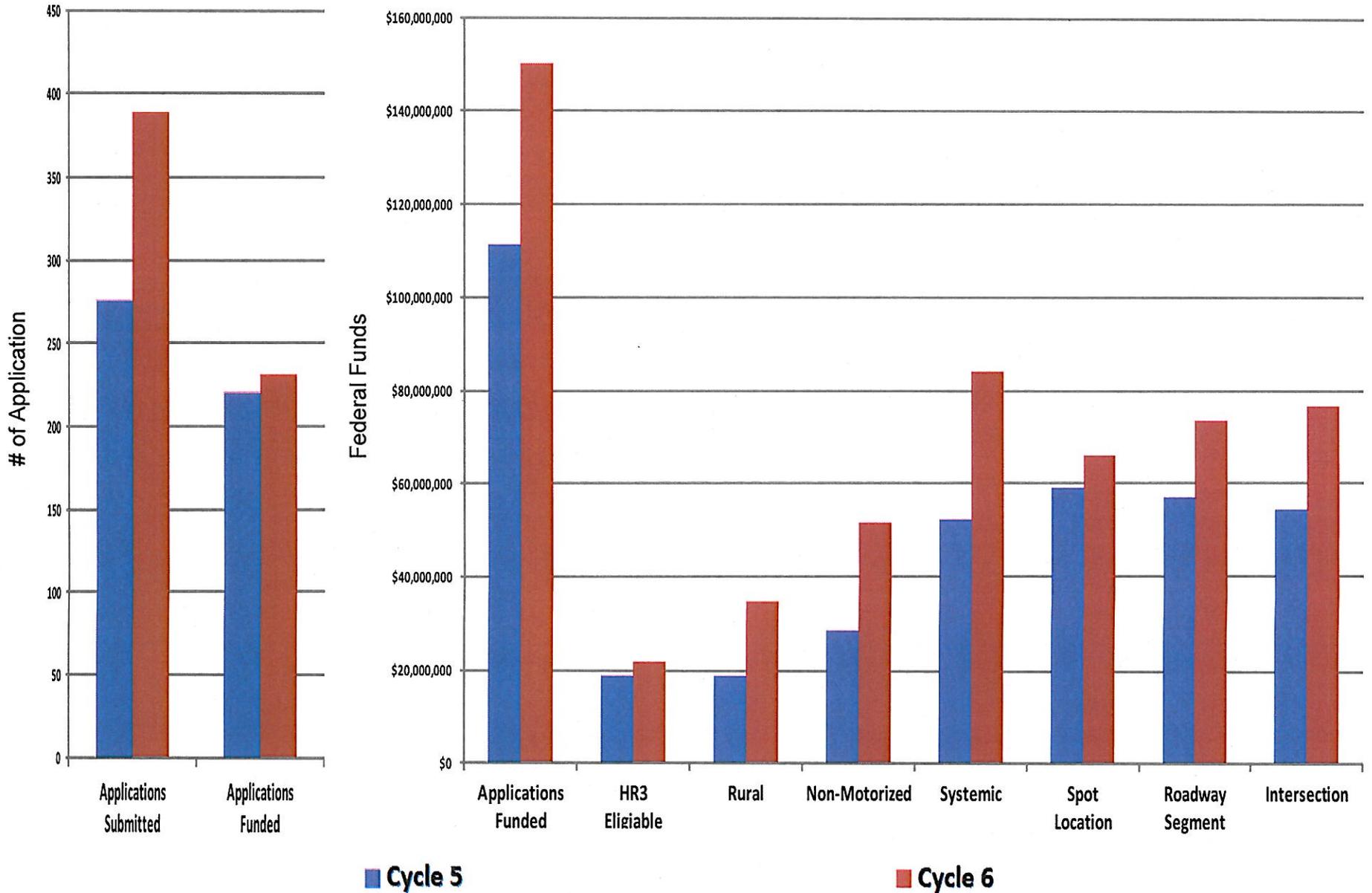
Total HR3 Apps Submitted	1	3	5	3	0	7	1	2	0	3	0	2	27
Percent of HR3 Applications	20%	43%	22%	12%	0%	44%	2%	8%	0%	21%	0%	8%	12%
Total HR3 Federal Funds Req	\$1,126,600	\$3,207,800	\$3,111,200	\$1,598,300	\$0	\$6,495,400	\$364,500	\$927,400	\$0	\$2,471,600	\$0	\$2,632,300	\$21,935,100
Percent of HR3 Fed Funds Req	50%	37%	16%	9%	0%	60%	1%	7%	0%	31%	0%	25%	15%
Average B/C Ratio for HR3 Applications	14.6	11.8	13.7	11.8	0.0	18.1	1.7	3.3	0.0	10.5	0.0	21.9	14.7

B/C Ratio by Project Type

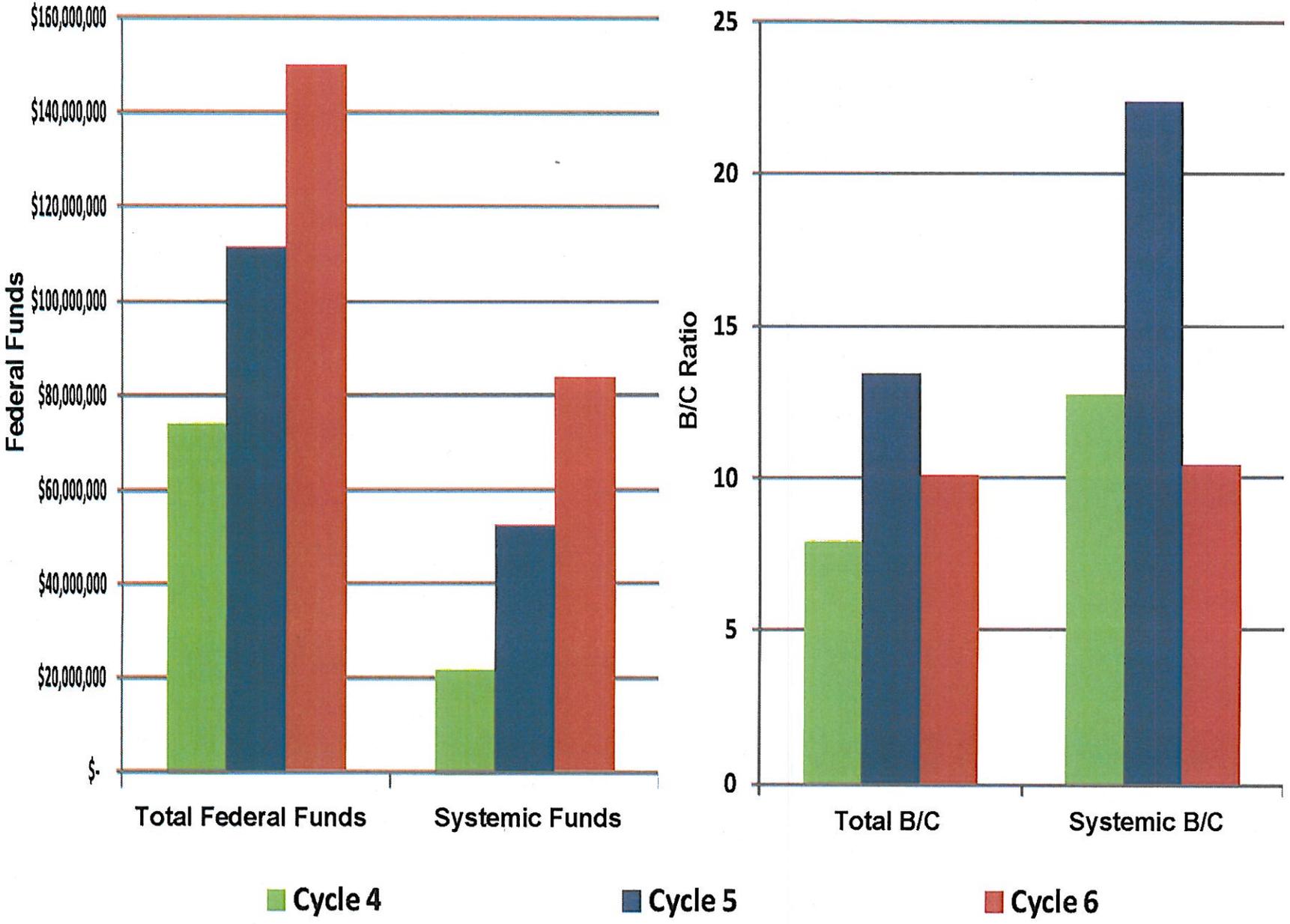
"Spot Location"	22.68	16.17	13.41	5.93	8.33	8.56	7.25	7.40	2.34	11.23	2.90	5.22	8.25
"Systemic"	13.64	8.94	13.64	7.01	7.92	19.21	12.35	7.63	6.75	9.87	7.20	19.19	11.59
"Intersection"	0.00	0.00	15.29	4.96	8.15	11.72	10.13	8.17	2.34	12.84	5.53	9.35	8.97
"Roadway Segment"	13.32	12.13	13.08	8.23	7.99	20.09	10.54	6.08	6.75	8.54	4.56	17.69	11.24

* The Ave. B/C for Project Type is a weighted average based on Total Project Cost of that Project Type

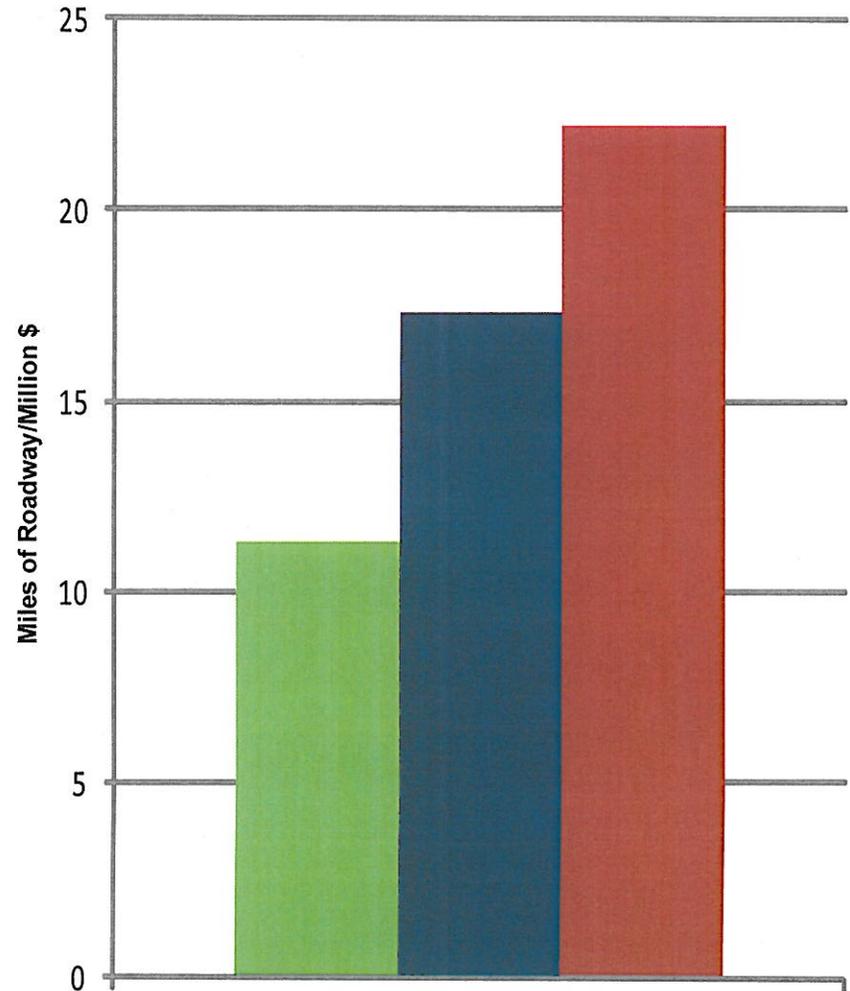
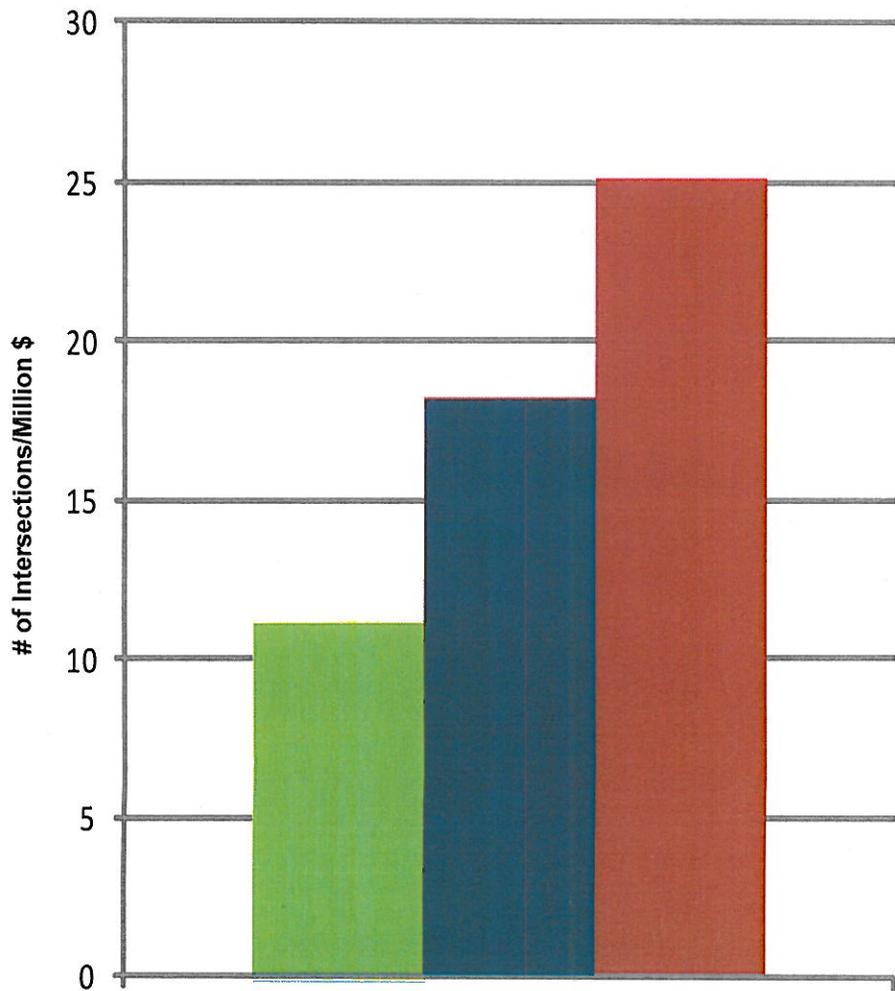
Local HSIP Results from Cycle 5 and Cycle 6 Funded Projects



Local HSIP Cycles 4, 5 and 6 Total vs Systemic



Local HSIP Cycles 4, 5 and 6 Intersection & Roadway Improvements Per Million \$ Invested



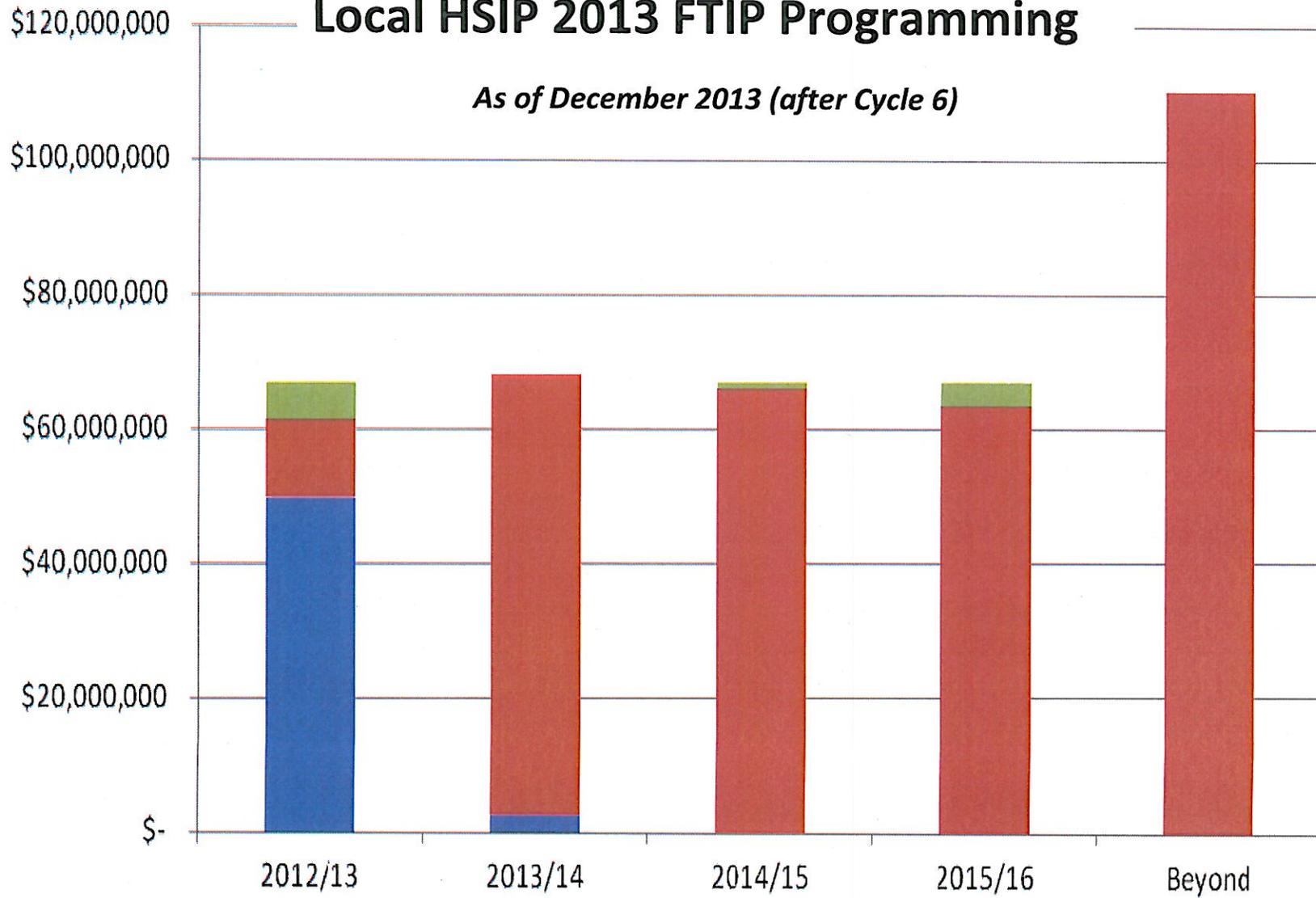
■ Cycle 4

■ Cycle 5

■ Cycle 6

Local HSIP 2013 FTIP Programming

As of December 2013 (after Cycle 6)



- Available 2013 FTIP Programming Capacity
- HSIP/HR3 Projects (Cycles 0 - 6): Programmed
- HSIP/HR3 Projects (Cycles 0 - 6): Obligated

Caltrans' Strategic Planning for Local HSIP Cycle 7

Constraints and Opportunities

CONSTRAINTS:

- **Funding Level:** The local Highway Safety Improvement Program (HSIP) funding went down with MAP-21 as compared to SAFETEA-LU funding levels for HSIP and HR3. Currently the Local HSIP only receives about 35% of the funds the state receives.
- **Local HSIP Obligations:** Total HSIP obligations have been significantly below past HSIP apportionments. The Division of Local Assistance's (DLA) past programming strategies and a lower than expected project delivery rate for local projects are two of the primary causes.
- **Programming Capacity:** Local HSIP has fully utilized programming capacity of the 2013 FTIP and the majority of the future 2015 FTIP. DLA goal is to maximize the number of projects programmed in the FTIP (active and beyond years) to maximize the future year obligations.
 - A large portion of the Local HSIP programming capacity is taken up by old HSIP projects from Cycles 1-4 that were first programmed years before the 2013 FTIP. Cycles 5 and 6 take up the remaining capacity; \$111M, and \$150M programmed in 2012, and 2013, respectively.

TIMING OF THE NEXT HSIP CALL FOR PROJECTS (CYCLE 7):

- Based on the current constraints, the DLA Office of Bridge and Safety Programs has concluded the next HSIP call-for-projects needs to be pushed back to the spring of 2015.
 - Due to the lack of 2015 programming capacity, the call will likely still only be \$100M or less.
 - Postponing the next call until spring 2015 creates several opportunities for major HSIP program enhancements. DLA intends to pursue the following list below prior to Cycle 7

OPPORTUNITIES FOR IMPROVING THE EFFECTIVENESS OF THE LOCAL HSIP:

- **Increasing the yearly local-HSIP apportionments available for FTIP programming:**
 - Work with the SHSP to evaluate the most effective use of California's HSIP funding. (Based on past crash data, the Local-HSIP should receive more than 50% of California's HISP funding)
 - Pursue the ability to program some of the old projects outside the HSIP's active FTIP, including: the \$30M in old HR3 apportionments and the nearly \$120+M in HSIP carryover OA.
- **Increasing the efficiency of how HSIP projects are programmed:** Develop a new process for collecting accurate expected delivery dates and \$\$\$ for PE, ROW and CON (to be updated yearly). This would enable DLA Program Managers to program projects in the FTIP based on their individual delivery and could enable some older projects to be moved out of the active FTIP.
- **Improved guidance documents and training for local agencies:** Based on the results from Cycle 6, there is still a need for clearer program documents to guide agencies through the application process. New training options are also needed to complement these new documents.
- **Expediting delivery of existing local HSIP projects:** Keep agencies focused on delivering their safety projects per the delivery milestones by working with MPOs, RTPAs and Districts to contact all agencies that are late on their delivery and inquire about the delivery issues.
- **Refocus the program further towards low-cost systemic improvements:** Limit the use of HSIP funding to only the lowest-cost countermeasures that have minimal impacts and can be delivered quickly.
 - Considered reducing the time FTIP approval to CON milestone from 30 months to 24 months
- **Develop a new sub-program to fund focused-PSRs:** Consider the opportunity to develop and administer a new HSIP sub-program to fund PSR projects that are focused on low-cost, systemic improvements. Key goals: 1) train and focus local agencies' attention on safety improvements with the highest expected benefit to cost ratios and lives saved; 2) provide agencies with pre-identified, high B/C candidate projects for future HSIP calls for projects.

**HSIP & HRRR
Projects with Milestone Delays
AS of April 1, 2014**

MPO	Total # of Projects	Delay Projects In PE Phase	Delay Projects In CON Phase	Total Delay Projects	% of MPO Projects that are Currently Delayed	Cycle 6 FTIP Approval Date by FHWA
BCAG	12	1	2	3	25%	3/4/2014
KCAG	4	1	0	1	25%	
MCTC	4	0	1	1	25%	2/10/2014
RURAL	85	2	12	14	16%	12/2/2013
SCAG	452	8	55	63	14%	
AMBAG	31	0	4	4	13%	2/13/2014
MTC	157	6	13	19	12%	2/26/2014
TCAG	25	0	3	3	12%	1/30/2014
STANCOG	17	1	1	2	12%	1/9/2014
SACOG	70	1	6	7	10%	1/27/2014
SBCAG	22	0	2	2	9%	1/1/2014
SANDAG	69	0	6	6	9%	2/27/2014
FCOG	49	1	3	4	8%	2/10/2014
SRTA	19	0	1	1	5%	2/20/2014
SJCOG	24	0	1	1	4%	
KCOG	31	0	0	0	0%	1/30/2014
MCAG	6	0	0	0	0%	11/22/2013
SLOCOG	10	0	0	0	0%	
Total	1087	21	110	131	12%	

**Handout No. 2 for Item No. 10: Mineta
Transportation Institute**

Mineta Transportation Institute Education Programs

<http://transweb.sjsu.edu/MTIportal/education/>

1. Masters of Science

Time: 2 1/4 years (10 courses in five semesters, with 2 courses per semester)

Cost: \$10,800 (10 courses at \$1,080 each.)

Requirements: BA/BS with GPA 3.0, GMAT with 500

The Master of Science in Transportation Management (MSTM) is offered by the Mineta Transportation Institute, in affiliation with the San Jose State University's Lucas Graduate School of Business. It is a fully accredited 30-unit Master's program, taking a little more than two years to complete. The curriculum includes six required courses, three electives and the culminating Capstone Course, MTM 290, Strategic Management in Transportation. Attached is the program brochure.

- All classes are held in the evening.
- One four-hour class per week.
- Each course is ten weeks, with two consecutive courses per semester - or four courses per academic year.
- Classes are taught by way of interactive video-conference. Every CT office has one, and some MPOs/RTPAs/COGs also serve as host sites.

2. Three Certificate Program Options

1. Transportation Management (12 units)
2. Transportation Security
3. High Speed Rail



**SAN JOSÉ STATE
UNIVERSITY**

Graduate Degree Program in Transportation Management



Offered by the
Lucas Graduate School of Business
San José State university

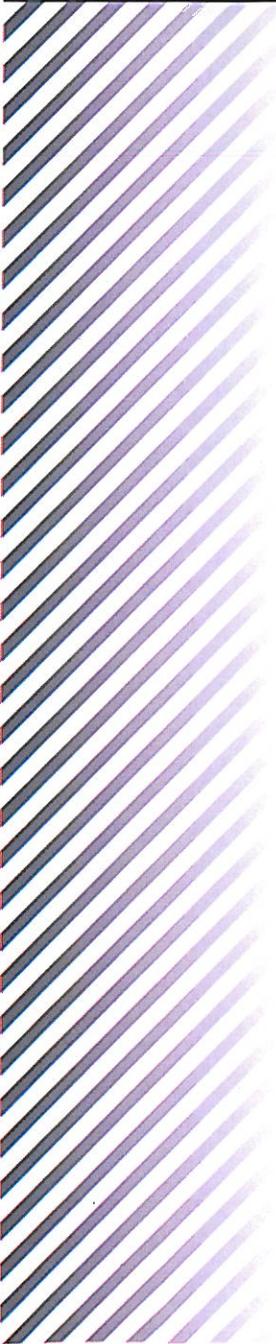
Sponsored and supported by the
Mineta Transportation Institute





about
MTI

[MINETA TRANSPORTATION INSTITUTE]



The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA) and was reauthorized under TEA-21 and again under SAFETEA-LU. The Institute is funded by Congress through the US Department of Transportation's (DOT) Research and Innovative Technology Administration, by the California Legislature through the Department of Transportation (Caltrans), and by other public and private grants and donations, including grants from the US Department of Homeland Security. DOT selected MTI as a TIER I National Center

of Excellence following competitions in 2002, 2006 and 2011. The internationally respected members of the MTI Board of Trustees represent all major surface transportation modes. MTI's focus on policy and management resulted from the Board's assessment of the transportation industry's unmet needs. That led directly to choosing the San José State University College of Business as the Institute's home. MTI conducts research, education programs, and information and technology transfer, focusing on multimodal surface transportation policy and management issues. Visit <http://transweb.sjsu.edu> for more information.



A graduate degree in transportation management

If you're serious about advancing in your transportation career – or if you're just getting started – you should know this: there is a huge demand right now for mobility managers – people who can plan, build, operate, maintain, and secure our country's transportation systems and infrastructure.

Here are the facts:

More than 50% of the California Department of Transportation workforce is eligible to retire in the next few years.

Of nearly 3,000 Federal Highway Administration employees, 47% will be eligible to retire by 2015.

Over a trillion dollars will be invested in transportation infrastructure in the next five years, so career opportunities are expanding for well-trained transportation professionals.

As our state and national populations continue to grow, our highways will become more congested and polluted. We will need intelligent and creative people to solve these problems – to plan better transit systems, to help adopt sustainable fuels, to find more reliable funding sources, to use more efficient vehicles, to promote pedestrian and bicycle safety, and to determine the best policies and practices to manage it all.

No matter what your career interest is now, it may be applicable to transportation – including everything from engineering and law to marketing and accounting.

A Master of Science in Transportation Management from the Mineta Transportation Institute can give you a significant advantage.

"The Mineta Master's Program in Transportation Management has really paid off! Just five months after graduating, I was just promoted to Director of TAP Technologies in the TAP Operations division at Metro. The MS degree was more than worth the cost of tuition and has prepared me well for my new role. Thanks Mineta!"

-Robin O'Hara

Here is how our graduate program works for you...



Through its affiliation with the San José State University's Lucas Graduate School of Business, the Mineta Transportation Institute offers educational programs that are fully accredited by WASC and AACSB.

Our centerpiece is the Master of Science in Transportation Management (MSTM). MTI also offers three graduate certificate programs.

MTI's core classes offer an in-depth look at transportation policy, planning, and management systems, which is significantly different from an engineering or planning program. The program is unique because it specializes in transportation policy, planning and system development. This means you can learn to lead a public works department, a major transportation project, a transit agency, a major investment study, or other transportation-related endeavors.

And you will learn from an up-to-date, fully accredited curriculum and a nationally recognized faculty of academic and industry experts.



MTI makes it convenient to earn a degree

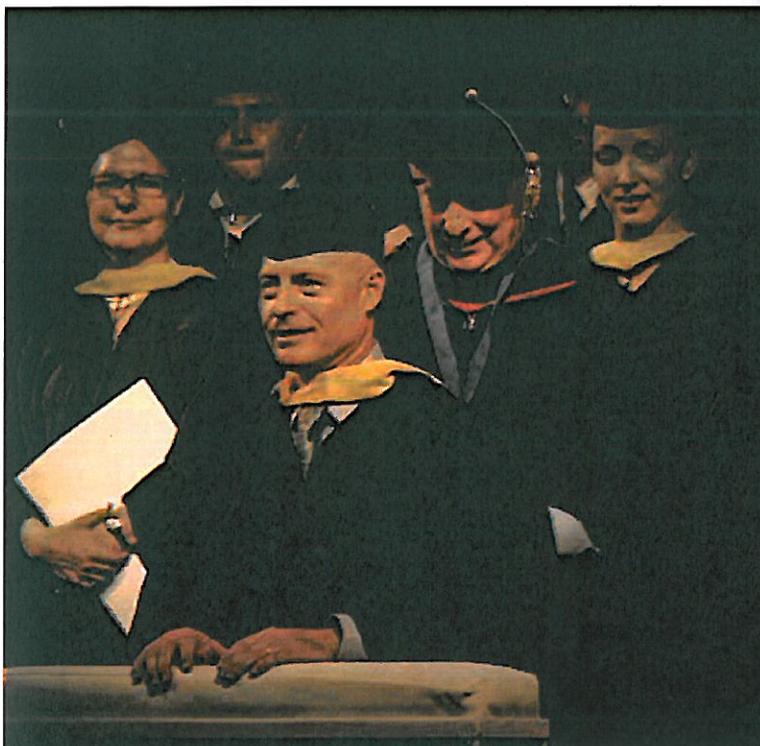
This program is designed for the transportation professional or others who aspire to a career in transportation management.

All classes are held in the evening and will not interfere with your normal work hours.

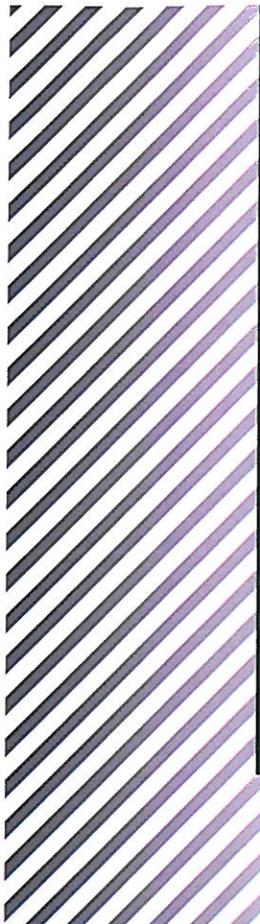
In approximately 2 1/2 years, you can earn the MSTM degree by taking one four-hour class per week.

Each course is ten weeks, with two consecutive courses per semester – or four courses per academic year.

Classes are taught by way of interactive video-conference. Students go to the nearest conference site (usually a local Caltrans district office) and participate in real time with other students and an instructor.



VIDEO CLASSROOM LOCATIONS



MTI has made graduate study in transportation management very affordable. Tuition is \$1,080 per course, far less than almost any other accredited graduate degree. Many instructors use online resources, so textbook expenses are often not significant.

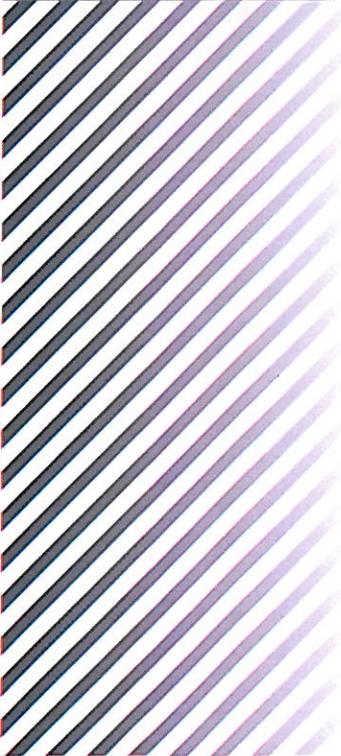
MTI offers generous financial assistance – typically two \$1,250 fellowships per academic year (up to two years) or a total of \$5,000 for MSTM students, or two \$750 scholarships per academic year or a total of \$1,500 for Graduate Certificate students. In addition, your employer may also offset your expenses as part of your educational benefits. Your college expenses may also be tax deductible.

We also keep you updated on opportunities to apply for regional or national fellowships from the American Public Transportation Association (APTA), the Eno Foundation, and other leading organizations. Many of our students successfully compete for such awards.

And don't forget the extra earning power your educational investment will bring. Many of our graduates have been promoted or hired to desirable positions, and they frequently attribute their participation in our graduate programs as a primary reason for their advancement.



You can afford to do it!



**Program
courses
cover many
aspects of
transportation
management**

When you enroll in the MSTM or a Certificate Program, you start on a path to learning all the fundamentals of transportation management. Generally, you may take the classes in any order, and you can start with any session during the academic year. There are no prerequisites for most classes, although some MSTM students find it appropriate to begin with MTM 201, the survey course for the program.

**Admissions
Criteria for
Domestic
Applicants**

Master of Science in Transportation Management

Candidates for the Master of Science in Transportation Management (MSTM) program must meet the following requirements.

Possess an undergraduate degree in a related field from an accredited institution.

Apply for formal admission to San José State University via CSU mentor at:

<http://www.csumentor.edu>

The Major Program Objective is Business Administration:

Trans. Mgmt. (MS Off Campus).

Payment of an application fee of \$55.00 payable to San José State University. A credit card option is available when applying online, or send a money order or cashier's check drawn on US dollars from a US bank. Cash is not accepted. The fee is non-refundable, even if you withdraw the application or if the application is denied. The fee cannot be used for any semester other than the one indicated on the submitted application. Fee waivers are not available for international applicants. More detailed information can be found on the Bursar's website at:

More detailed information can be found on the Bursar's website at:

http://www.sjsu.edu/bursar/payment_refunds/methods/

Transcripts should be mailed directly to the Graduate Admissions and Program Evaluation department at:

Graduate Admissions and Program Evaluations

San José State University

One Washington Square

San José, CA 95192-0017

GMAT (Graduate Management Admission Test) scores should be submitted 30 days prior to the term for which you applied and prior to acceptance in the Transportation Management program. For more detailed information on test times, locations and cost of the GMAT exam, go to: **<http://www.mba.com/>**

Please note: Acceptance to the MSTM program is evaluated on an individual basis. Evaluation for admission is based on a target Grade Point Average (GPA) of 3.0 and a minimum target score of 500 on the GMAT exam. If you are not sure you meet these qualifications, contact the Education Director, Dr. Peter Haas at: peter.haas@sjsu.edu

How to enroll for the graduate certificate programs

The Graduate Certificate in Transportation Management

The Graduate Certificate in Transportation Security Management

The Graduate Certificate in High-Speed Rail Management

Fill out the enrollment application for the appropriate certificate program.

The link to the application is: http://transweb.sjsu.edu/PDFs/education/CTM_app.pdf

Send completed application along with the \$35.00 application fee to the Education Program Assistant (EPA) at:

San José Research Foundation/Mineta Transportation Institute
210 North Fourth Street, 4th floor
San José, CA 95112-0219
ATT: EPA/Confidential

Please note the \$35.00 application fee is non-refundable and non-transferable.

Along with the completed application, students should send transcripts to the address listed above.

The required GPA for this program is 2.5. The GMAT is not required for the Graduate Certificate program.

How to register for a single course:

First time and continuing Graduate Certificate students who do not plan to pursue the Master of Science in Transportation Management at this time need to register through International and Extended Studies (IES)/Special Session for a single course. IES handles all registration for Open University/Special Session students. Following are the steps you will need to complete your registration:

Go to the following link for the registration form: <http://special.sjsu.edu/pdf/registration-add-or-drop-form.pdf>

Fill out the form completely and accurately, otherwise it will be returned to you. The following information will be useful in filling out the form:

- **TERM:** Enter current term, fall A/B or spring A/B.
- **ID NUMBER:** If you are new (never taken a course), you will not have an ID number yet. Leave this section blank. When the Registrar's Office enters your registration form, an ID number will be generated and emailed to you. Once you have an ID number, you can go to MySJSU at: <http://my.sjsu.edu/> and follow the instructions for activating your account. Continuing students should already have an assigned ID number.
- **COURSE INFORMATION:** Check ADD, enter the five digit course code (which can be found at the top of the class assignments list, or email the EPA). If a permission number is required for your class assignment, whether you are a Masters candidate or a Graduate Certificate Student, send an email request to the EPA, and a permission number will be provided.
- **SUBJECT:** MTM
- **CATALOG NUMBER:** The number of the class you are registering for, e.g., MTM 202.
- **SECTION NUMBER:** 01. This can also be found at the top of the class assignments list, or email the EPA.
- **UNITS:** 3
- **DATE:** Enter the first day of class. Dates can be found in the header of the class assignments list, or you may email the EPA.
- **FEE:** \$1,080.00
- **PAYMENT:** Check off the method of payment. Under Check, Cashier's Check or Money Order, you will see the mailing address to the Bursar's Office on the form. If you are paying by check, include the number for the class course code and term on the check.
- For new students, please fax a copy of your registration form to the EPA. In addition, fax a copy to the Registrar's Office. The fax number for the Registrar's Office is (408-924-2077).

How to submit an application for admission to the master of science in transportation management program

What happens after I submit my application?

Tracking your application

- **CHECKING YOUR APPLICATION STATUS:** Soon after submitting your application online, you will receive a user ID and password via e-mail. When you receive this information, you will be able to check the status of your application online using the MySJSU website at: <http://my.sjsu.edu/>.
- **COMPLETING YOUR APPLICATION:** Your application will not be considered complete or evaluated until we have ALL your official transcripts and documents. You will be able to see what specific documents we require after we have processed/verified your application on your To Do list on the MySJSU website. Please note: Records submitted in support of the application become the property of the university and will not be returned to the applicant/student.
- **EVALUATING YOUR APPLICATION:** After we have completed your application, it will be evaluated to see if it meets our minimum University requirements for admission. The minimum GPA for admission to the University is a grade point average (GPA) of 2.5 in the last 60 semester or 90 quarter units (roughly two years). Professional development courses and courses taken in non-accredited institutions are not counted in this calculation. The MSTM program makes the final admission decision, if you meet University minimum requirements. The entire application process takes 4-6 weeks after we have received all of your required documents.

STUDENTS CAN START THE PROGRAM WITHOUT HAVING FORMALLY APPLIED TO THE MASTER OF SCIENCE IN TRANSPORTATION MANAGEMENT PROGRAM, BUT FORMAL ADMISSION IS THE BEST WAY TO ENSURE ENROLLMENT IN CORE CLASSES.





Graduation Requirements

Master of Science in Transportation Management (MSTM)

10 classes to
earn the
degree

6 core classes MTM 201, 202, 203, 214, 215 and 217.
3 electives MTM 226A, 226B, 230, 236, 286, 245, 246 and 283.
1 research project MTM 290; reserved for graduating Master candidates.

Graduate Certificate in Transportation Management (CTM)

4 classes to
earn the
certificate

4 graduate courses

Graduate Certificate in Transportation Security Management (CTSM)

4 classes to
earn the
certificate

2 electives in Transportation Security AND
2 other graduate courses

Graduate Certificate in High-Speed Rail Management (CHSRM)

4 classes to
earn the
certificate

2 electives in High-Speed Rail AND
2 other graduate courses

Course descriptions can be found on the Mineta Transportation Institute web site at:
<http://transweb.sjsu.edu/MTIportal/education/MSTM/CourseDescriptions.html>.

MSTM Required Courses

3 units each

MTM 201: Fundamentals of Transportation Management

Provides a common core of surface transportation knowledge for the other MSTM courses. It discusses the historic development of transportation economics, policy, and culture. It also reviews stakeholders whose commitment is necessary to create and sustain a successful transportation entity.

MTM 214: Transportation Policy and Regulation

Surveys political frameworks of governments as both customer and provider, developing transportation policy with public involvement, and measuring performance with public oversight. It also reviews policy impact on intermodal development in seeking to manage public and private objectives and diverse agendas of federal, state, and local agencies.

MTM 290: Strategic Management in Transportation (Capstone Course)

Provides a logical conclusion through an individual comprehensive research project. A variety of external learning experiences (internships, field assignments, mentoring), formal in-class case discussions, and learning exercises provide a capstone seminar that requires the student to demonstrate mastery of strategic planning, development, and management of multi-model surface transportation systems. This course requires prior completion of 21 MSTM units, which means that it need not be the last class taken. However, the graduate degree still is not complete until the student had earned a total of 30 units.

MTM 202: Introduction to Transportation Funding and Finance

Teaches how to prepare financial strategy for a major transportation project. Under Federal Transportation Funding, the course will examine authorization, appropriations, obligations, transit funding, flexible funding, reauthorization, and what it means for California. Under State Transportation Funding, the course will examine the State Highway Account and Fund Estimate, along with the State Transportation Improvement Program, which is the "blueprint" to Senate Bill 45. There will also be discussion about advocating for new money, including successes and failures.

MTM 215: Transportation Systems Planning and Development

Examines transportation systems development interrelationships with land use, environmental management, and urban planning. It also includes realities of politics, public administration, regulations and financing alternatives. The course extends to construction administration, including governmental approvals, specification development, contracting law and regulations, and fiscal control.

MTM 203: Transportation Markets and Business Development

Emphasizes positioning services to meet the needs of particular groups and market segments, and marketing the system to new users and user groups (including developing the public/private sector relationship). It also examines strategies for developing community relationships with marketing and public relations, and how to use the media to its best advantage.

MTM 217: Leadership and Management of Transportation Organizations

Is a study of the human resources aspects of managing transportation systems, including labor and management, collaboration and negotiation, and consultative employee relations programs. The course creates leadership and team building skills within the context of bringing about organizational change in a complex transportation system.

Electives (subject to change)

3 units each

MTM 226A:

Emergency Management Issues for the Transportation Professional

Emphasizes the role of emergency management within transportation agencies, and the role of transportation and resources in the larger community-wide response to emergencies and disasters.

MTM 283:

Research Internship

Is taken with approval of the program administrator and the MTI research director. Students may apply for an internship with MTI. A research team, consisting of a student cohort group and/or MTI research associates, will conduct research related to a specific aspect of surface transportation management.

MTM 230:

Multi-modal Transportation in California

Provides an overview of public transit systems in California. It examines the maze of public transit services, funding, and regulation. Topics include transit vehicles, ridership, organizational structures, and more.

MTM 226B:

Security Issues for the Transportation Professional

Examines contemporary challenges to transportation security. Topics include managing infrastructure challenges (such as tunnel, bridge, road, and rail vulnerabilities), preventing and responding to theft, workplace violence, disruptive terrorism, suicide and placement bombing attacks, and their related protection strategies. Students will learn about federal and state grants for security, as well as regional transportation planning for disaster response planning.

MTM 245:

Introduction to High-Speed Rail (HSR)

Is designed for those who wish to become managers in the evolving high-speed rail program in the US. The course will introduce students to this new passenger rail mode and describe its attributes and technical components, its worldwide introduction, and the path being taken in the US. The course will also deal with general enterprise management and the competencies it requires, and with the issues of organizing for HSR project development and implementation. This course is the first in a two-course sequence required to complete the Graduate Certificate in High-Speed Rail Management.

MTM 236:

Contemporary Issues in Transportation Management

Emphasizes the impact of contemporary, political, and popular views on decision making in transportation, and how collaborative efforts are made within the framework of government and business environments. The course may include significant content via guest speakers or professionals in the transportation industry and government.

MTM 246:

Management of High-Speed Rail Operations

Focuses on the management knowledge, skills and techniques necessary to implement a newly created high-speed rail (HSR) system in the US. Traditional management concerns such as marketing, organization, and planning will be applied the HSR environment. The course also will address aspects of HSR operations that are more specific to the mode, such as security, maintenance, service connectivity and integration, and federal oversight. The goal is to prepare students to become qualified managers in various facets of HSR operations.

*Instructors
are experts in*

Education and Industry



James Brent, Ph.D.
*Professor, Political Science,
San José State University*

MTM 214, "Transportation Policy & Regulation"

Ph.D., Political Science, Ohio State University



Nick Compin, Ph.D.
*Division of Traffic Operations Chief,
PeMS, California Department of
Transportation*

MTM 215, "Transportation Systems Planning & Development"

Ph.D., Urban and Regional Planning, University of California, Irvine



Donna DeMartino
Director, San Joaquin Regional Transit District

MTM 296D, "Multi-Modal Transportation in California"

M.S., Transportation Management, San José State University



Hon. Rod Diridon, Sr.
*Executive Director,
Mineta Transportation Institute*

MTM 290, "Strategic Management in Transportation"

M.S., Business Administration, San José State University



Frances Edwards, Ph.D.
*Professor, Political Science,
 San José State University*

MTM 296, "Emergency Management
 Issues for the Transportation Professional"

Ph.D., Public Administration,
 New York University; CEM



Jim Helmer
*Lecturer, Public Administration,
 San José State University*

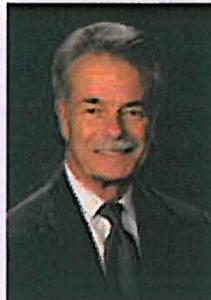
MTM 217, "Leadership and Management
 of Transportation Organizations"



Stan Feinsod
Passenger Rail Consultant

MTM 245 and 246, "Introduction to High-
 Speed Rail Management"

M.S., Transport Planning,
 Polytechnical Institute of Brooklyn



Will Kempton
Director, Transportation California

MTM 202, "Introduction to Transportation
 Funding and Finance"



Daniel C. Goodrich
*Research Associate,
 Mineta Transportation Institute*

MTM 226B, "Security Issues in
 Transportation"

M.P.A., San José State University



Matt Raymond
*President and CEO, Celtis Ventures,
 LLC*

MTM 203, "Transportation Marketing &
 Communications Management"



Peter J. Haas, Ph.D.
*Education Director,
 Mineta Transportation Institute*

MTM 201, "Fundamentals of
 Transportation Management"

Ph.D., University of North Carolina
 at Chapel Hill



Gary Richards
*"Mr. Roadshow" columnist and
 transportation editor,
 San José Mercury News*

MTM 236, "Current Topics in
 Transportation"

B.S., Political Science,
 Iowa State University;
 Graduate courses in journalism



How selected alumni have succeeded in their careers

Martin Barna - 2013

Martin accepted the position of Transit Service Development Specialist for VTA's Service and Operations Planning Department. He will be responsible for operational analyses, implementing route and schedule changes. He will also assist VTA with the agency's biennial transit service plan. Martin was selected to the APTA Leadership program in 2011. For 2012, he was selected as the Outstanding Student of the Year.

Alva Carrasco - 2008

Has accepted a promotion to Vice President of Transportation at VIA Metropolitan Transit in San Antonio, TX.

Brandi Childress - 2008

Was promoted to Public Information Officer, Santa Clara Valley Transportation Authority, Santa Clara, CA.

Donna DeMartino - 2001

Is General Manager/CEO at San Joaquin RTD Stockton, California Area.

Mary Frederick - 2003

Was promoted to Office Chief at California Department of Transportation, Division of Project Management Caltrans.

Larry Orcutt - 2008

Recently named to the position of Equipment Division Chief for Caltrans, Sacramento HQ.

Robin O'Hara - 2012

Only five months after graduating, Robin was promoted to Director of Transit Access Pass (TAP) Technologies in the TAP Operations division at Los Angeles Metropolitan County Transportation Authority. Robin said the program at MTI had really paid off for her career endeavors.

Matthew Sandstrom - 2010

Was elected chair of the US Department of Energy's Clean Cities Coordinator Council. Clean Cities advances the nation's economic environmental and energy security by supporting local action to reduce petroleum consumption in transportation.

Jeff Spencer - 2003

Has accepted new position with Federal Transit Administration in Washington DC, as Sr. Transportation Specialist.

Sarah Swensson - 2013

Won a national competition to be selected as an Eno Transportation Foundation Fellow for 2012. The award includes a week in Washington DC, where Fellows meet with transportation policy makers and experts. Sarah was also selected as one of the top 15 to watch public relations professionals in the nation by PR News in 2011.

Richard Tree - 2009

Was named Director of Transportation of the City of Porterville's Public Transit System. He currently serves as Transit Manager. Richard credits his graduate studies as the key for this promotion. Richard will be the second member of the Tree family to graduate from the Mineta Transportation Institute. His brother, Michael, graduated in 1999 and is City Manager for the City of Twenty-Nine Palms, CA.

Selected Academic Achievements

MTI graduate students also compete nationally for awards and scholarships from prestigious institutions. Among them are the American Public Transportation Foundation, the Eno Foundation Fellowship, CUTC, as well as the US Department of Transportation Student of the Year Award. Some of the most recent winners include:

APTA - American Public Transportation Association

APTA is the leading force in advancing public transportation. APTA serves and leads its diverse membership through advocacy, innovation and information sharing. APTA and its members and staff work to ensure that public transportation is available and accessible for all Americans in communities across the country.

Ernesto Chavez, *Los Angeles County Metropolitan Transit Authority*
- APTA Foundation Scholarship, \$1,500, 2010

Boris Deunert, *Caltrans D4 Oakland*
- Richard J. Bouchard Scholarship, \$4,500, 2009

Said El-Katib, *San Mateo Regional Transit*
- APTA Foundation Scholarship, \$1,000, 2008

Kenneth Johannsen, *Caltrans D11 San Diego*
- American Public Transportation Hall of Fame Scholarship, \$1,000, 2008.
- APTA Foundation Renewal Scholarship, \$1,000, 2009

Tammy Kramp, *San Joaquin Regional Transit*
- APTA Foundation Scholarship, \$4,500, 2009

Denise Patrick, *Santa Clara Valley Transportation Authority*
- APTA Hall of Fame Award, \$5,000, 2008.
- APTA Foundation Renewal Scholarship, \$1,000, 2009

ENO - Eno Foundation Scholarship

For the past 17 years, the Eno Transportation Foundation has sponsored a Leadership Development Conference, which builds early professional development and leadership qualities among the most promising graduate students considering careers in transportation.

Ernesto Chavez, *Los Angeles County Metropolitan Transit Authority*
- Eno Executive Leadership Development Conference, 2010

Lisa Fabish, *Booz Allen Hamilton*
- Eno Executive Leadership Development Conference, 2010

Andrea Glerum, *Nolte Associates, Inc.*
- Eno Executive Leadership Development Conference, 2005

Larry Orcutt, *Caltrans HQ Sacramento*
- Eno Executive Leadership Development Conference, 2008

Denise Patrick, *Santa Clara Valley Transportation Authority*
- Eno Transit Leadership Executive Development Program, 2008

Sarah Swensson, *Orange County Transit Authority*
- Eno Transportation Foundation Fellow, 2012

Christina Watson, *Transportation Agency for Monterey County*
- Eno Executive Leadership Development Conference, 2007

CUTC - Council of University Transportation Centers

The CUTC Awards Competition recognizes outstanding transportation students, faculty and leaders for their accomplishments in transportation research and education. Each year, nine individuals (six students, two faculty and one lifetime achievement) are honored at the Annual CUTC Awards Reception and Banquet. These

individuals, who have been nominated by educators from across the country, have emerged as some of the best and brightest minds in the industry.

Darren Grilley, *SeaTac* - CUTC Parker Award for Best Non-thesis Paper in Policy and Planning, \$1,500, 2010

Michael Litschi, *OCTA* - CUTC Parker Award for Outstanding Non-Thesis Paper in Policy and Planning with his capstone paper, "Video-Based Driver Risk Management Systems: Evaluating Effectiveness at Improving Transit Safety." \$1500, 2012

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Handout No. 3 for Item No. 8-4: Financial Summary

2013 FTIP Financial Summary Template: http://www.dot.ca.gov/hq/transprog/federal/proc_guide.htm

The screenshot shows a Windows Internet Explorer browser window displaying the website http://www.dot.ca.gov/hq/transprog/federal/proc_guide.htm. The page is titled "Office Of Federal Transportation Management Program (OFTMP)" and "FS TIP PROGRAMMING PROCEDURES AND GUIDELINES". A list of links is provided, with an arrow pointing to "Financial Summary Table Template" (dated May 2, 2013). Other links include "Headquarter FTIP Coordinators Roles and Responsibilities", "District FTIP Coordinators Roles and Responsibilities", "MPO FTIP Coordinator's Roles and Responsibilities", "Public Participation Guidance for FS TIP Amendments in MPO Regions", "Programming of SHOPP Projects in FTIP/FS TIP", "2013 FTIP Checklist and Development Guidance", "Programming State-Managed Programs", "Amendment and Administrative Modification Guidelines", "Checklist for FTIP/FS TIP Administrative Modification and Amendment Submission", "Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas", "CTIPG Fund Table", and "Draft FTIP in CTIPG Users Guide".

Use this template for 2013 FTIP Amendment

2015 FTIP Development Financial Summary Template: <http://www.dot.ca.gov/hq/transprog/oftmp.htm>

The screenshot shows a browser window displaying the website <http://www.dot.ca.gov/hq/transprog/oftmp.htm>. The page is titled "Office of Federal Transportation Management Program (OFTMP)". It features a photo of a train and lists the "Office Chief" (Mahamed Aljabaly) and "FS TIP/FTIP Coordinators" (Abhihit Baxde, Lillbeth Green, Dentle Jacobs, Luma Hlay). The "About Us" section describes the program's role. A "QUICK LINKS" section includes "Links" and "Contact Us". A "RELATED DIVISION LINKS" section also includes "Contact Us". A "NEWS OF INTEREST" section lists "2015 FTIP Checklist", "2015 FTIP Development Guidance", and "2015 FTIP Financial Summary Table Template" (dated 10/10/2014). An arrow points to the "Acception Template" link under the 2015 FTIP Financial Summary Table Template.

Use for 2015 FTIP