

Agenda

June 22, 2010
10:30 am – 12:30 pm

Caltrans
1120 N Street, Room 4409
Sacramento, CA 95814
Contact: Abhijit Bagde
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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 05/25/2010 meeting minutes	10:40	Abhijit Bagde
4	Announcements and updates: <ul style="list-style-type: none"> • 2010 STIP in CTIPS • Federal Railroad Administration - High-Speed Intercity Passenger Rail (HSIPR) Projects 	10:45	All
5	Follow-Up Items from last meeting: <ol style="list-style-type: none"> 1. The use of Toll Credits for FTA projects – Ted Matley will follow up – Item completed 2. Can we do post programming changes to add the toll credits as matching funds to project that have already been obligated – Item completed 3. How or can we use toll credits for HPP/earmark projects – Item completed 	10:50	Abhijit Bagde
6	<ul style="list-style-type: none"> • Rescission repeal approved by the Senate Jobs Bill • Delivery Report from Local Assistance • Availability of additional OA and apportionments 	11:05	John Flores
7	CMAQ and RSTP: Supplementary tables for FY 2009/10	11:25	Jody Tian
8	CTIPS - Update	11:35	CTIPS Office/Dennis Jacobs
9	Environmental mitigation (Handout No. 3)	11:45	Jay Norvell
10	2011 FTIP/FSTIP: <ul style="list-style-type: none"> • Draft FTIPs review - findings 	12:00	Abhijit Bagde
11	CMAQ Transit Transfers (Handout No. 1)	12:10	Michael Lange
12	Division of Mass Transit - Update	12:15	Kimberly Gayle
13	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum 	12:25	All

	<ul style="list-style-type: none"> Future Agenda Items 		
14	Future meeting dates and locations: August 3, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm) September 14, 2010 - MTC, Oakland (10:30 am – 12:30 pm) October 26, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm) December 7, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)	12:30	All

California Federal Programming Group (CFPG)

Minutes for June 22, 2010:

Topics/Agenda/Introductions

1. Agenda:

Abhijit Bagde (Caltrans HQ Programming), reviewed the agenda and no changes to the agenda were requested

Handouts were emailed to the group prior to the meeting and will be addressed during the agenda item that they relate to.

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:

The minutes of the May 25, 2010 meeting were provided via email prior to the meeting and there were no comments or changes requested – approved

4. Announcements and Updates:

- 2010 STIP in CTIPS

The 2010 STIP programming is now available in CTIPS so that MPOs can transfer the programming into their 2010 FTIPs using the transfer mechanism provided in CTIPS. Any questions or problems with the transfer should be addressed to your HQ FTIP Coordinator.

- Federal Railroad Administration - High-Speed Intercity Passenger Rail (HSIPR) Projects

The programming information for the ARRA rail projects selected in CA will be sent to the affected MPOs by June 10, 2010. Federal Regulations require that the Federal Railroad Administration projects receiving ARRA funding must be programmed in the FTIP/FSTIP.

5. Follow-up Items from last meeting:

1. The use of Toll Credits for FTA projects – Ted Matley will follow up – Item completed
Caltrans coordinating with FTA on how to use toll credits for FTA projects. FTA unable to attend this meeting, information from FTA is that they do not see any problems with using toll credits on FTA projects, but they need to establish a tracking mechanism that is approved by Caltrans and FHWA/FTA.

Bruce Abanathie (KCAG) asked if FTA was looking for one standardized tracking mechanism, or if there was flexibility in the tracking mechanism based on the different sized MPOs. Caltrans is not sure what they are looking for, but the standard is a “reliable” tracking system.

Sri Srinivasan (MTC) commented that MTC had sent their recommended tracking mechanism to FTA for review. Their program consists of adding an attribute to the fund line in their FMS.

Fardada Falakfarsa (Caltrans Federal Resources) explained some of the discussions that they are having with FHWA for the Highway toll credits program. FHWA wants the tracking system used to be a source that is not manipulated easily. Caltrans is using a system of databases (for the highway side) that reports to FHWA at three points during the project development assuring Caltrans and FHWA that the system captures all of the required data.

Sri also added that anyone can check on project funding (including the amount of toll credits) in their system through their web-based FMS spreadsheets and queries.

Sookyung Kim (SANDAG) and Ivan Garcia (BCAG) voiced concerns about delaying the application of toll credits for FTA projects based on the time constraints to program the projects. Ivan noted that the amount of toll credits and the length of time required to deliver the projects provided ample time to address the details of the tracking mechanism – but that the programming time was critical.

Sam Kaur (SJCOG) added that, regardless of the use of toll credits, the FTA apportionments would preclude any agency from programming beyond the 5307 funding available for their specific urbanized area.

Bruce requested a conference call with FTA, FHWA, Caltrans, and at least the programming group to discuss where this process is and what work needs to be done to complete the process so that agencies can program the toll credits for their current FTA applications due very shortly.

Kimberly Gayle (Caltrans Mass Trans) stated that they are going to schedule the conference call. Caltrans does not have the ability to develop a statewide tracking mechanism; the mechanism will have to be developed by MPOs.

2. Can we do post programming changes to add the toll credits as matching funds to project that have already been obligated – Item completed
The answer to this question is “No” post-programming changes cannot be done this way.
3. How or can we use toll credits for HPP/earmark projects – Item completed

Yes, you can use toll credits for these projects, except for the Emergency Relief program. However, the use of toll credits on state managed programs is at the discretion of the program managers within Caltrans.

Bruce requested a list be made available to the MPOs on what programs will be using toll credits. Muhaned said that the program managers in Caltrans will make those decisions as they program the funds. Sri pointed out some problems with the communication of where toll credits are being used. Ying Ping Le (Caltrans Local Asst.) will address the problems with the project managers.

Jeanette Fabella (StanCOG) asked where in CTIPS the toll credits would be programmed. The explanation was (given) that the toll credits are not a fund type in CTIPS, but are an adjunct to the existing federal aid program to allow up to 100% federal funding. The amount of toll credits and the phase of programming that they are used in are noted in the MPO comments area of the CTIPS page and the project is programmed as using 100% of the federal fund that the project was originally programmed under (e.g. a CMAQ project will be programmed as 100% CMAQ).

6. Local Assistance Report

Rescission Repeal Approved by the Senate Jobs Bill (HIRE Act)

John Flores (HQ Div. of Local Assistance) stated that the restored funds will not have an impact on AB1012 as current funds – the clock starts over as the funds are being returned as FY 09-10 funds. John stated that there will be a conference call next week to discuss the funds. Jody Tian (HQ Office of Federal Programming) is working with DLA to establish a final apportionment table for distribution to the regions.

Delivery Report from Local Assistance

John stated that there was not much new from the last report. CA is still very much behind the normal OA use for this time of the year. With a surge of \$300 million used in the month of May, we now have used about 40% of the available OA statewide.

Availability of Additional OA and Apportionments

CA has received about \$1.2 billion total OA for the FY 09-10. Some of this is additional OA as a result of the HIRE Act's extension of SAFETEA-LU and the changes made in the allocations in the act.

7. CMAQ and RSTP: Supplementary tables for FY 2009/10

Jody notified the group that the revised tables had been released today and emailed to the regions. The increased capacity includes the actual apportionments including the changes (since the original estimates) and the restored funds (by the HIRE Act). Jody reviewed the spreadsheets and explained the columns and their affect on apportionment availability.

Laura Quintana (HQ Local Assistance) gave further descriptions of the apportionments and OA and reminded the group that the stated final date for submission of Requests for Approval (RFA) that will have a guarantee of OA availability is July 2, 2010. MPO are encouraged to continue submitting RFAs after that date due to the low OA usage to date, but Caltrans will only guarantee the OA availability up to July 2nd.

Sue Kiser (FHWA) wanted to make sure that the regions kept the time necessary to process amendments and to obligate the projects in mind.

8. CTIPS Update

Dennis Jacobs (HQ Office of Federal Programming) said that we were continuing our movement toward a paperless FTIP and amendments in CTIPS. Cindy Simeroth (District 5) asked about using project identifiers instead of EA's. Jordan (CTIPS Office) stated that CTIPS would not accept the ID's only EA's at this time, but that they are working on an additional attribute to the system that may make additional project identifiers possible. Jose-Luis Caceras (SACOG) asked if there was any progress on the business rule (requiring at least \$1 in a project that you want to delete). Jordan stated that there was no change and that CTIPS Staff needed to research the reason for the rule before they could make any changes.

Sri noted the need for CTIPS to allow for bigger numbers. MTC has projects that cost more than the dollar amounts CTIPS will accept/print. Jordan stated that they are working on modifying the program.

9. Environmental Mitigation

Jay Norvell (Div of Enviro Analysis) discussed the proposed Advance Mitigation Program. The Division of Environmental Analysis is working with the CA resource agencies to establish mitigation properties and sites for the state and regions to utilize to meet their mitigation requirements consistent with the water quality act, endangered species act, biological resources, etc.

Off-site mitigations on a project by project basis are very expensive. This program is using examples from other states' programs to identify areas for advanced off-site mitigation and to create a Statewide Mitigation Plan and a Mitigation Pool. Caltrans will develop a credit/debt mitigation pool for statewide use.

Regions will have to process FTIP amendments to use federal funds to take advantage of the program sites. Caltrans will contact the affected regions for state-managed programs that require the use of the mitigation pool, and the Programming office will prepare a project list for these projects.

Current information is that the programming of these as projects will be the same as programming an exempt project and the funds can be programmed in the PE phase.

The program is on-track to be implemented in FY 10-11. Any questions please contact Jay or Shawn Oliver (follow-up item)

10. 2011 FTIP/FSTIP: Draft FTIPs Review/Findings

Abhijit discussed the use of the FTIP Checklist as a tool for developing your FTIPs. Abhijit also discussed the need to use the Grouped Project List nomenclature in the project description and using the most updated financial summaries (provided at May CFPG meeting).

Sue Kiser (FHWA) noted that FHWA would like to see the FTIPS checklist added to the appendices with page references (similar to the RTP checklist). At this time the FTIP checklist is not formatted for that purpose – it is designed as an aid to FTIP development. Sue was asked about the level of documentation required to meet the operations and maintenance information. Sue stated that a table or graph showing the funding attributed to maintaining the highways built with federal funds and transit services managed with federal

funds is preferred, but that a good text description would be acceptable. Bhupendra Patel (AMBAG) asked about the explanation given in the RTP. Sue stated that the FTIP must contain its own financial plan and explanation

Sri asked Sue what the FHWA expectations were regarding the discussion of the congestion management process (CMP). Sue replied that if you are an MPO with an urbanized area greater than 200,000 that you must include a discussion of the CMP, even if you have a separate CMP document. Sue did not give any specific details on the content.

There was a discussion of adding the STIP/SHOPP to the FTIP now that they are available in CTIPS. Sam questioned the need to add these projects via a formal amendment since they are already vetted in the RTIP process and officially adopted by the CTC. Programming stated that this is still a requirement.

11. CMAQ Transit Transfers

Michael Lange (HQ Mass Transportation) presented this information. Michael distributed and explained the flow chart of the FTA 5311 process for CMAQ and RSTP transfers. It was discussed and decided that there will be further work and clarification of the process, particularly to resolve the bottlenecks in the process. Please send any comments to Michael. (follow up item)

12. Division of Mass Transportation Update

Kimberly Gayle (HQ Mass Transportation) informed the group that the CTC approved FTA 5310 award letters were being provided to the affected regions. Kimberly discussed the current round of JARC and New Freedom Small Urban programs and the interim purchase agreement process and options.

Sam Kaur asked Kimberly Gayle to provide a Spreadsheet for all the JARC (5316) and NF (5317) projects. This can be done similar to the list prepared for 5310 projects. This will help regions determine all the projects under 5316 and 5317 for the FTIP purposes. Kimberly Gayle agreed to provide the information as a spreadsheet.

13. Follow-up Items

- Kimberly Gayle, CT – Mass Transit, to schedule a meeting with FTA regarding use of Toll Credits on FTA funded projects.
- E-mail handout for Advance Mitigation Program presented by Jay Norvell to the group.
- E-mail comments to Michael Lange, CT – Mass Transit, on the current process for CMAQ Transit Transfers by June 25, 2010.
- E-mail Statewide Planning Findings for the 2009 FSTIP from FHWA and FTA to the group.

14. Future Meeting Dates and Locations:

August 3, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)

September 14, 2010 - MTC, Oakland (10:30 am – 12:30 pm)

October 26, 2010 - Caltrans, Sacramento (10:30 am – 12:30 pm)

December 7, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)

**Handout No. 1: Handout for Item
No. 11:**

Pursuant to The Surface Transportation Extension Act of 2010, Actual Final Distribution

REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
																STP Large Urbanized Area
MPOR/TRA/County	Apportionment	Apportionment	Adjustment	STP Funding	State Flexible	*N4510.727	*N4510.727	*N4510.727	*N4510.727	*N4510.727	*N4510.727	Adjustment	Adjustment	Final Adjusted Large Urbanized Area, Including Restoration and NEPA Minus Oversight	Adjusted Small Area, Including Restoration and NEPA Minus Oversight	Total Capacity For Programming
MTC REGION																
MTC excluding SJ Urbanized Area	\$ 56,611,361	\$ 12,701,465	\$ 77,431	\$ 12,601,326	\$ -	\$ 89,539,789	\$ 77,501,133	\$ 12,037,656	\$ 1,247,720	\$ 4,313,565	\$ 99,491	\$ (1,201,629)	\$ (1,201,629)	\$ 78,186,182	\$ 15,812,753	\$ 93,998,935
Antioch	\$ 2,875,236													\$ 2,875,236		\$ 2,875,236
Concord	\$ 7,302,318													\$ 7,302,318		\$ 7,302,318
SF-Oakland	\$ 42,662,464													\$ 42,662,464		\$ 42,662,464
Santa Rosa	\$ 3,771,333													\$ 3,771,333		\$ 3,771,333
SJ Urbanized portion	\$ 20,327,101	\$ -	\$ 22,708	\$ -	\$ -	\$ 20,327,101	\$ 17,997,395	\$ 2,329,706	\$ 75,164					\$ 20,402,265	\$ -	\$ 20,402,265
SACOG	\$ 15,884,918	\$ 4,349,633	\$ 22,605	\$ 4,324,204	\$ -	\$ 20,299,123	\$ 17,491,844	\$ 2,717,278			\$ 29,398	\$ (365,239)	\$ (365,239)	\$ 15,884,918	\$ 3,988,373	\$ 19,873,291
El Dorado	\$ -	\$ 1,380,179	\$ 1,542	\$ 1,378,637	\$ -	\$ 1,378,637	\$ 1,193,294	\$ 185,343						\$ -	\$ 1,369,090	\$ 1,369,090
El Dorado	\$ 235,934	\$ -	\$ 264	\$ -	\$ -	\$ 235,934	\$ 204,251	\$ 31,683						\$ 235,934	\$ -	\$ 235,934
Placer	\$ -	\$ 828,974	\$ 926	\$ 828,048	\$ -	\$ 828,048	\$ 828,048	\$ -						\$ -	\$ 828,214	\$ 828,214
Placer	\$ 2,292,691	\$ -	\$ 2,561	\$ -	\$ -	\$ 2,292,691	\$ 1,984,808	\$ 307,883						\$ -	\$ 2,292,691	\$ 2,292,691
TRPA	\$ -	\$ 609,361	\$ 681	\$ 609,180	\$ -	\$ 609,180	\$ 527,282	\$ 81,898						\$ -	\$ 600,066	\$ 600,066
SCAG REGION																
Los Angeles Co Subtotal	\$ 122,227,955	\$ 3,559,676	\$ 140,521	\$ 3,419,105	\$ -	\$ 125,647,060	\$ 108,755,172	\$ 16,891,888	\$ 84,719,658	\$ -	\$ 162,080	\$ (1,951,692)	\$ (1,951,692)	\$ 120,947,613	\$ 1,055,037	\$ 122,002,650
Los Angeles County	\$ -	\$ 3,559,676	\$ 140,521	\$ 3,419,105	\$ -	\$ 3,419,105	\$ 2,944,067	\$ 475,038						\$ -	\$ 1,055,037	\$ 1,055,037
LA-Long Beach-Santa Ana	\$ 118,238,028	\$ -	\$ 132,076	\$ -	\$ -	\$ 118,238,028	\$ 102,351,304	\$ 15,886,724	\$ 75,049,978					\$ 118,238,028	\$ -	\$ 118,238,028
Long Beach	\$ 3,482,286	\$ -	\$ 3,890	\$ -	\$ -	\$ 3,482,286	\$ 3,014,653	\$ 467,633	\$ 6,281,110					\$ 3,482,286	\$ -	\$ 3,482,286
Thousand Oaks	\$ 517,641	\$ -	\$ 578	\$ -	\$ -	\$ 517,641	\$ 448,128	\$ 69,513	\$ 3,388,570					\$ 517,641	\$ -	\$ 517,641
San Bernardino Co Subtotal	\$ 19,325,025	\$ 3,263,265	\$ 25,254	\$ 3,238,031	\$ -	\$ 22,544,641	\$ 19,551,282	\$ 3,033,359	\$ 11,486,234	\$ -	\$ 29,782	\$ (370,001)	\$ (370,001)	\$ 19,325,025	\$ 2,919,401	\$ 22,244,426
San Bernardino County	\$ -	\$ 3,263,265	\$ 25,254	\$ 3,238,031	\$ -	\$ 3,238,031	\$ 2,859,619	\$ 378,412	\$ 438,220					\$ -	\$ 2,919,401	\$ 2,919,401
Riverside-SD	\$ 9,647,125	\$ -	\$ 10,777	\$ -	\$ -	\$ 9,647,125	\$ 8,351,621	\$ 1,295,503	\$ 6,514,805					\$ 9,647,125	\$ -	\$ 9,647,125
Pickering-Hesperia-Apple Valley	\$ 2,548,541	\$ -	\$ 2,959	\$ -	\$ -	\$ 2,548,541	\$ 2,292,870	\$ 255,670						\$ 2,548,541	\$ -	\$ 2,548,541
Victorville-Hesperia-Apple Valley	\$ 7,029,359	\$ -	\$ 7,853	\$ -	\$ -	\$ 7,029,359	\$ 6,058,397	\$ 970,962	\$ 4,971,429					\$ 7,029,359	\$ -	\$ 7,029,359
Riverside Co Subtotal	\$ 16,688,119	\$ 3,752,470	\$ 22,812	\$ 3,729,658	\$ -	\$ 20,416,399	\$ 17,674,139	\$ 2,742,260	\$ 12,880,472	\$ 1,807,840	\$ 27,813	\$ (353,143)	\$ (353,143)	\$ 16,688,119	\$ 3,376,515	\$ 20,064,634
Riverside County	\$ -	\$ 3,752,470	\$ 22,812	\$ 3,729,658	\$ -	\$ 3,729,658	\$ 3,348,278	\$ 381,380	\$ 481,380					\$ -	\$ 3,376,515	\$ 3,376,515
Riverside-SD	\$ 10,263,791	\$ -	\$ 11,466	\$ -	\$ -	\$ 10,263,791	\$ 8,883,478	\$ 1,380,313	\$ 1,328,781					\$ 10,263,791	\$ -	\$ 10,263,791
Indio-Cathedral City-Palm Springs	\$ 3,367,642	\$ -	\$ 3,762	\$ -	\$ -	\$ 3,367,642	\$ 2,915,404	\$ 452,238	\$ 11,551,691					\$ 3,367,642	\$ -	\$ 3,367,642
Temecula-Marina	\$ 3,036,686	\$ -	\$ 3,392	\$ -	\$ -	\$ 3,036,686	\$ 2,628,893	\$ 407,793						\$ 3,036,686	\$ -	\$ 3,036,686
Orange Co	\$ 37,548,803	\$ 61,775	\$ 42,016	\$ 39,759	\$ -	\$ 37,548,803	\$ 32,559,819	\$ 5,000,000	\$ 14,278,770	\$ 393,044	\$ 48,564	\$ (585,447)	\$ (585,447)	\$ 37,548,803	\$ 39,759	\$ 37,588,562
Orange County	\$ -	\$ 61,775	\$ 42,016	\$ 39,759	\$ -	\$ 39,759	\$ 34,409	\$ 5,350	\$ 8,296					\$ -	\$ 39,759	\$ 39,759
Masson Vista	\$ 7,943,207	\$ -	\$ 7,848	\$ -	\$ -	\$ 7,943,207	\$ 6,097,311	\$ 1,845,896	\$ 12,704,057					\$ 7,943,207	\$ -	\$ 7,943,207
LA-Long Beach-Santa Ana	\$ 30,505,596	\$ -	\$ 34,079	\$ -	\$ -	\$ 30,505,596	\$ 26,409,029	\$ 4,096,566	\$ 21,574,713					\$ 30,505,596	\$ -	\$ 30,505,596
Ventura	\$ 6,733,360	\$ 3,199,310	\$ 11,118	\$ 3,188,192	\$ -	\$ 9,949,096	\$ 8,612,562	\$ 1,336,534	\$ 6,347,719	\$ 1,124,311	\$ 10,656	\$ (129,956)	\$ (129,956)	\$ 6,733,360	\$ 3,068,240	\$ 9,801,600
Ventura County	\$ -	\$ 3,199,310	\$ 11,118	\$ 3,188,192	\$ -	\$ 3,188,192	\$ 2,766,103	\$ 422,089	\$ 429,632					\$ -	\$ 3,068,240	\$ 3,068,240
Upland	\$ 4,460,804	\$ -	\$ 4,983	\$ -	\$ -	\$ 4,460,804	\$ 3,861,844	\$ 598,960	\$ 4,693,664					\$ 4,460,804	\$ -	\$ 4,460,804
Thousand Oaks	\$ 2,270,319	\$ -	\$ 2,536	\$ -	\$ -	\$ 2,270,319	\$ 1,982,476	\$ 287,843	\$ 1,640,236					\$ 2,270,319	\$ -	\$ 2,270,319
LA-Long Beach-Santa Ana	\$ 22,107	\$ -	\$ 25	\$ -	\$ -	\$ 22,107	\$ 19,139	\$ 2,969	\$ 14,419					\$ 22,107	\$ -	\$ 22,107
Imperial Co	\$ -	\$ 1,881,144	\$ 2,101	\$ 1,879,043	\$ -	\$ 1,879,043	\$ 1,626,426	\$ 252,617						\$ -	\$ 1,881,144	\$ 1,881,144
AMBA REGION																
Monterey	\$ -	\$ 3,308,843	\$ 5,931	\$ 3,302,912	\$ -	\$ 3,302,912	\$ 2,821,399	\$ 481,513	\$ 712,919	\$ -	\$ 585,049	\$ (585,049)	\$ (585,049)	\$ 3,308,843	\$ 3,302,912	\$ 3,308,843
Santa Cruz	\$ -	\$ 3,377,499	\$ 3,773	\$ 3,373,726	\$ -	\$ 3,373,726	\$ 2,820,165	\$ 553,561						\$ -	\$ 3,377,499	\$ 3,377,499
San Benito	\$ -	\$ 703,429	\$ 786	\$ 702,643	\$ -	\$ 702,643	\$ 608,180	\$ 94,463						\$ -	\$ 703,429	\$ 703,429
Alpine	\$ -	\$ 15,962	\$ 18	\$ 15,944	\$ 115,264	\$ 131,208	\$ 131,208	\$ -						\$ -	\$ 15,962	\$ 15,962
Amador	\$ -	\$ 463,808	\$ 513	\$ 463,295	\$ -	\$ 463,295	\$ 401,006	\$ 62,289						\$ -	\$ 463,808	\$ 463,808
Butte	\$ -	\$ 2,684,681	\$ 2,999	\$ 2,681,682	\$ -	\$ 2,681,682	\$ 2,321,159	\$ 360,523						\$ -	\$ 2,684,681	\$ 2,684,681
Calaveras	\$ -	\$ 535,877	\$ 599	\$ 535,278	\$ -	\$ 535,278	\$ 463,515	\$ 71,763						\$ -	\$ 535,877	\$ 535,877
Colusa	\$ -	\$ 248,474	\$ 278	\$ 248,196	\$ -	\$ 248,196	\$ 214,829	\$ 33,367						\$ -	\$ 248,474	\$ 248,474
Del Norte	\$ -	\$ 363,475	\$ 406	\$ 363,069	\$ -	\$ 363,069	\$ 314,258	\$ 48,811						\$ -	\$ 363,475	\$ 363,475
Fresno	\$ 7,231,640	\$ 3,231,644	\$ 11,801	\$ 3,219,843	\$ -	\$ 10,551,483	\$ 9,132,950	\$ 1,418,533	\$ 13,226,217		\$ 13,078	\$ (161,262)	\$ (161,262)	\$ 7,231,640	\$ 3,231,644	\$ 10,463,284
Glenn	\$ -	\$ 349,547	\$ 390	\$ 349,157	\$ -	\$ 349,157	\$ 302,213	\$ 46,944						\$ -	\$ 349,547	\$ 349,547
Humboldt	\$ -	\$ 1,671,796	\$ 1,868	\$ 1,669,928	\$ -	\$ 1,669,928	\$ 1,448,424	\$ 221,504						\$ -	\$ 1,671,796	\$ 1,671,796
Inyo	\$ -	\$ 237,123	\$ 265	\$ 236,858	\$ 436,495	\$ 673,353	\$ 673,353	\$ -						\$ -	\$ 237,123	\$ 237,123
Kern	\$ 5,234,356	\$ 3,508,555	\$ 9,767	\$ 3,498,788	\$ -	\$ 8,733,144	\$ 7,559,667	\$ 1,173,477	\$ 5,691,948		\$ 10,865	\$ (123,853)	\$ (123,853)	\$ 5,234,356	\$ 3,508,555	\$ 8,742,911
Kings	\$ -	\$ 1,710,685	\$ 1,911	\$ 1,708,774	\$ -	\$ 1,708,774	\$ 1,479,048	\$ 229,726						\$ -	\$ 1,710,685	\$ 1,710,685
Lake	\$ -	\$ 710,489	\$ 881	\$ 709,608	\$ -	\$ 709,608	\$ 666,160	\$ 43,448						\$ -	\$ 710,489	\$ 710,489
Lassen	\$ -	\$ 447,000	\$ 499	\$ 446,501	\$ -	\$ 446,501	\$ 408,187	\$ 48,314						\$ -	\$ 447,000	\$ 447,000
Madera	\$ -	\$ 1,625,693	\$ 1,816	\$ 1,623,877	\$ -	\$ 1,623,877	\$ 1,405,564	\$ 218,313						\$ -	\$ 1,625,693	\$ 1,625,693
Fresno	\$ 1,057	\$ -	\$ 1	\$ (1)	\$ -	\$ 1,056	\$ 914	\$ 142						\$ 1,057	\$ -	\$ 1,057
Mariposa	\$ -	\$ 226,354	\$ 253	\$ 226,101	\$ -	\$ 226,101	\$ 195,704	\$ 30,397						\$ -	\$ 226,354	\$ 226,354
Mendocino	\$ -	\$ 1,139,897	\$ 1,273	\$ 1,138,624	\$ -	\$ 1,138,624	\$ 985,548	\$ 153,076						\$ -	\$ 1,139,897	\$ 1,139,897
Merced	\$ -	\$ 2,782,240	\$ 3,108	\$ 2,779,132	\$ -	\$ 2,779,132	\$ 2,405,507	\$ 373,625						\$ -	\$ 2,782,240	\$ 2,782,240
Modoc	\$ -	\$ 124,838	\$ 139	\$ 124,719	\$ 171,689	\$ 296,407	\$ 296,407	\$ -						\$ -	\$ 124,838	\$ 124,838
Mono	\$ -	\$ 169,838	\$ 190	\$ 169,648	\$ 60,077	\$ 229,725	\$ 229,725									

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

ACTUAL

2009-2010 APPORTIONMENTS

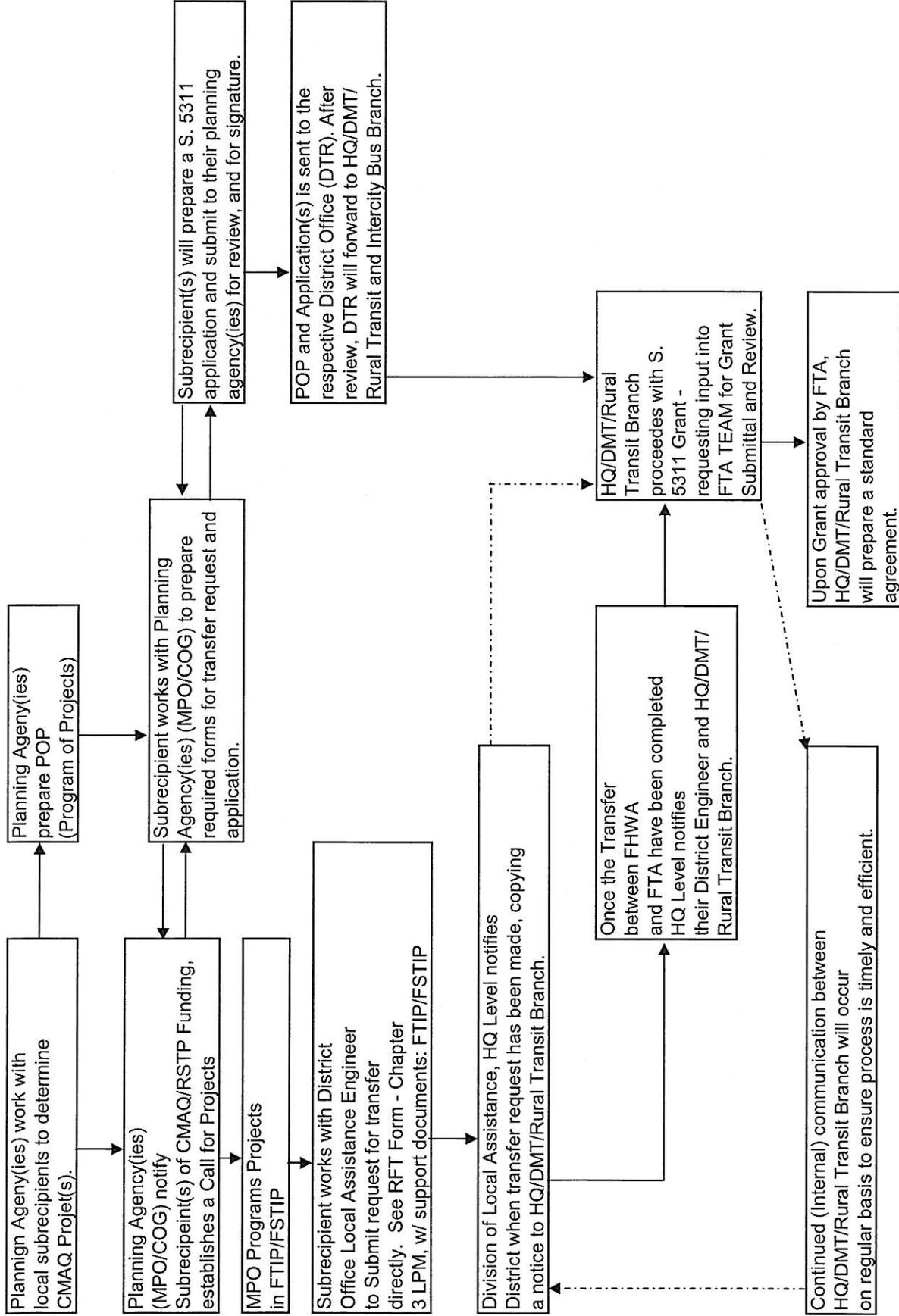
Statewide CMAQ Distribution MPO/County	2005 Population	8-hr Ozone	Carbon Monoxide	Weighted Population	Estimated 2009/2010	465,603,484 ACTUAL 2009/2010 * N4510.724		Difference	Final Adjusted Restoration * N4510.724	Actual and Restoration
Amador (Central Mtn County)	38,471	1.0	0.0	38,471	\$ 335,530	\$ 375,564	\$ 40,034	\$ 161,479	\$ 537,043	
Butte	214,185	1.0	1.2	257,022	\$ 2,241,655	\$ 2,509,113	\$ 267,458	\$ 2,233,318	\$ 4,742,431	
Calaveras (Central Mtn County)	46,871	1.0	0.0	46,871	\$ 408,792	\$ 457,566	\$ 48,774	\$ 181,543	\$ 639,109	
Fresno (SJ Valley)	877,584	1.2	1.2	1,263,721	\$ 11,021,728	\$ 12,336,761	\$ 1,315,033	\$ 6,437,744	\$ 18,774,504	
Kings (SJ Valley)	143,420	1.2	0.0	172,104	\$ 1,501,030	\$ 1,680,122	\$ 179,092	\$ 2,518,826	\$ 4,198,949	
Kern	756,825	1.2	0.0	908,190	\$ 7,920,913	\$ 8,865,978	\$ 945,065	\$ 7,797,071	\$ 16,663,050	
Madera (SJ Valley)	142,788	1.2	0.0	171,346	\$ 1,494,416	\$ 1,672,719	\$ 178,303	\$ 815,909	\$ 2,488,628	
Mariposa (So. Mtn County)	18,069	1.0	0.0	18,069	\$ 157,591	\$ 176,394	\$ 18,803	\$ 351,015	\$ 527,409	
Merced (SJ Valley)	241,706	1.2	0.0	290,047	\$ 2,529,689	\$ 2,831,513	\$ 301,824	\$ 1,167,786	\$ 3,999,299	
MTC (SF Bay Area)	6,450,981	1.0	1.2	7,741,177	\$ 67,515,816	\$ 75,571,312	\$ 8,055,496	\$ (5,699,221)	\$ 69,872,091	
MTC-Solano Co (SF Bay Area)	275,767	1.2	1.2	397,104	\$ 3,463,405	\$ 3,876,633	\$ 413,228	\$ (243,631)	\$ 3,633,002	
MTC-Solano Co (Sac Metro)	135,825	1.2	1.2	195,588	\$ 1,705,850	\$ 1,909,379	\$ 203,529	\$	\$ 1,909,379	
Nevada Co. (western part)	98,394	1.0	0.0	98,394	\$ 858,158	\$ 960,547	\$ 102,389	\$ (82,364)	\$ 878,183	
SACOG (Sac Metro)	2,082,443	1.2	1.2	2,977,388	\$ 25,967,725	\$ 29,066,005	\$ 3,098,280	\$	\$ 29,066,005	
El Dorado	139,626	1.2	1.2	201,061	\$ 1,753,587	\$ 1,962,812	\$ 209,225	\$	\$ 1,962,812	
Placer	305,527	1.2	1.2	439,959	\$ 3,837,166	\$ 4,294,989	\$ 457,823	\$	\$ 4,294,989	
Sacramento	1,363,482	1.2	1.2	1,963,414	\$ 17,124,205	\$ 19,167,340	\$ 2,043,135	\$ (3,410,015)	\$ 15,757,325	
Yolo	184,932	1.2	1.2	266,302	\$ 2,322,593	\$ 2,599,708	\$ 277,115	\$	\$ 2,599,708	
Sutter County	88,876	1.2	0.0	106,651	\$ 930,174	\$ 1,041,156	\$ 110,982	\$	\$ 1,041,156	
San Diego	2,933,462	1.0	1.2	3,520,154	\$ 30,701,545	\$ 34,364,629	\$ 3,663,084	\$ 11,802,349	\$ 46,166,979	
San Joaquin (SJ Valley)	664,116	1.2	1.2	956,327	\$ 8,340,747	\$ 9,335,904	\$ 995,157	\$ 7,213,904	\$ 16,549,808	
SCAG Region	17,785,427	1.2	1.2	27,291,796	\$ 238,029,419	\$ 266,429,356	\$ 28,399,937	\$	\$ 266,429,356	
Los Angeles (SCAB)	9,637,410	1.3	1.2	15,034,360	\$ 131,124,379	\$ 146,769,186	\$ 15,644,807	\$ 48,655,141	\$ 195,424,326	
Los Angeles (MDAB)	298,064	1.3	1.2	464,980	\$ 4,055,390	\$ 4,539,250	\$ 483,860	\$	\$ 4,539,250	
Riverside (SCAB)	1,527,938	1.3	1.2	2,383,583	\$ 20,788,772	\$ 23,269,137	\$ 2,480,365	\$ 22,645,215	\$ 45,914,352	
Riverside (SSAB)	418,480	1.3	1.2	652,829	\$ 5,693,742	\$ 6,373,078	\$ 679,336	\$	\$ 6,373,078	
Orange	2,988,072	1.3	1.2	4,661,392	\$ 40,655,019	\$ 45,505,680	\$ 4,850,661	\$ 45,853,578	\$ 91,359,257	
Orange	796,106	1.1	0.0	875,717	\$ 7,637,691	\$ 8,548,965	\$ 911,274	\$ 11,227,671	\$ 19,776,636	
Ventura	1,600,281	1.3	1.2	2,496,438	\$ 21,773,054	\$ 24,370,857	\$ 2,597,803	\$ 4,962,107	\$ 29,332,964	
San Bernardino (SCAB)	363,253	1.3	1.2	566,675	\$ 4,942,337	\$ 5,532,020	\$ 589,683	\$	\$ 5,532,020	
San Bernardino (MDAB)	155,823	1.0	0.0	155,823	\$ 1,359,033	\$ 1,521,183	\$ 162,150	\$ 54,418	\$ 1,575,601	
Imperial	505,505	1.2	1.2	727,927	\$ 6,348,724	\$ 7,106,208	\$ 757,484	\$ 8,736,299	\$ 15,842,506	
Stanislaus (SJ Valley)	48,716	1.2	1.2	70,151	\$ 611,833	\$ 684,832	\$ 72,999	\$ 1,786,358	\$ 2,471,190	
Tahoe (Lake Tahoe)	410,874	1.2	0.0	493,049	\$ 4,300,198	\$ 4,813,266	\$ 513,068	\$ 373,434	\$ 5,186,699	
Tulare (SJ Valley)	59,380	1.0	0.0	59,380	\$ 517,891	\$ 579,682	\$ 61,791	\$ (155,101)	\$ 424,582	
Tuolumne (So. Mtn County)								\$ 167,270	\$ 167,270	
Monterey								\$	\$	
Statewide Totals	33,930,809			47,694,277	\$ 415,972,655	\$ 465,603,484	\$ 49,630,829	\$ 175,552,102	\$ 641,155,586	

*Federal Notice N4510.727, pursuant to the Surface Transportation Extension Act of 2010.

*Federal Notice N4510.724, Restoration Of Rescinded Contract Authority Pursuant To Section 413 Of The Surface Transportation Extension Act of 2010.

**Handout No. 2: Handout for Item
No. 7:**

FY 2010 CMAQ / RSTP FUNDING TRANSFER



**Handout No. 3: Handout for Item
No. 9:**

Advance Mitigation Proposal

June 30, 2010

At the California Federal Programming Group meeting, all noted the challenge of capturing all of California's FHWA Federal Obligation Authority (OA). The Department anticipates that this will be an issue next Federal Fiscal Year as well. And even if California can retain all of its OA, we have little ability to capture OA that is likely to be available from other states.

One alternative to capture the available OA and meet important California needs, is obligating funds through a partnership to provide advance biological mitigation. Off-site biological mitigation for future projects could be estimated and a conservative portion of the estimate could be purchased in advance in a programmatic approach. In addition to capturing funding this proposal could (a) reduce project delays, (b) reduce mitigation costs and (c) improve mitigation quality. ***The advance mitigation program would need to be added to the MPO FTIPs.*** Subsequently, the California Transportation Commission (CTC) would need to approve a funding request, and a Federal approval or "E-76" would be needed by August, 2011 to realize these savings in the next Federal FY.

Support: The primary biological resource/regulatory agencies, U.S. Fish and Wildlife Service, California Department of Fish and Game (CDFG), U.S. Army Corps of Engineers, and the National Marine Fisheries Service, are informally committed to support this approach and appear willing to sign a Memorandum of Understanding (MOU) stating their intent to assist and give this program priority for natural resource mitigation under the California Endangered Species Act, Federal Endangered Species Act, Clean Water Act, Resources Code Section 1600, and California Environmental Quality Act. We do not yet have clear resolution from FHWA on what is permissible for obligating federal resources, but recent FHWA policy appears to support and even encourage this approach.

Partnerships: The CDFG with the assistance of the Wildlife Conservation Board (WCB) would assume the responsibility to acquire and/or develop necessary mitigation credits consistent with mitigation regulations and FHWA reimbursement policy in advance of projects based upon standardized Caltrans mitigation needs estimates. This could include the mitigation needs of projects up to 20 years in the future, as allowed by current FHWA policy. The effort could start with 10-year SHOPP projects, and expand to include planned STIP projects, such as those identified in Regional Transportation Plans. Caltrans could transfer funds into an account held by CDFG through a cooperative agreement (CO-OP) to cover approved development costs and subsequent mitigation credit acquisition.

Actions: The credit acquisition/development process could include purchasing mitigation bank credits, easements, in-lieu fee credits, land acquisition partnerships, and other methods consistent with current regulations to provide specific credits that could be applied to projects within predefined geographic service areas. CDFG and WCB would provide the services and guidance with support of the MOU parties to develop,

implement and track a portfolio of solutions to meet mitigation needs consistent with their CO-OP. An Interagency Review Team would define the specific mitigation credits following agency protocols for each acquisition prior to specific disbursements approved by Caltrans. A policy board consisting of all the MOU parties would help guide the process to ensure accountability and consistency with regulatory and fiscal responsibilities. Quarterly and annual reporting would provide a summary of progress of credits acquired, credits expended and all related expenditures.

Projects: The approach would provide credits for individual projects as soon as the environmental and permit processes determine the need for offsite mitigation and the Department has received all necessary regulatory approvals. On-site avoidance, minimization and alternatives analysis would still be required. As each project used available credits, the related costs would be deducted from that project's programmed funds in a fiscal reconciliation process to prevent duplicate costs. This process could meet 80-90 percent of off-site biological mitigation needs over time; however some projects with unique or rare mitigation requirements may need to use other solutions.

Coordination: This approach has been coordinated in concept with the resource agencies, FHWA and other transportation agencies. It draws from the best approaches used across the nation including efforts in North Carolina and Colorado who are doing similar efforts.

DISCUSSION:

PRO: This proposal could retain or capture OA that would otherwise not be available to the state and use it productively.

Mitigation is currently conducted on a per-project basis. This often means that higher mitigation ratios are required by agencies to compensate for the time loss of habitat, costs per mitigation acre can be high, project delays occur when mitigation is not available or complete, additional support costs are needed to complete mitigation, and mitigation parcels are often disconnected and do not meet statewide and regional conservation goals.

An advance mitigation program could lower mitigation costs, streamline approvals where off-site mitigation is needed, provide greater ecological and financial predictability, and better align project mitigation with regional conservation priorities.

CON: Some environmental groups may see this approach as a conflict of interest where the resource agencies may be influenced to approve projects or alternatives. Conversely, transportation project sponsors may see this as a redirection of transportation resources for biological enhancement.

Transparency, fiscal accountability, and provision for resale of unused credits consistent with current banking rules would help offset these concerns.

This process can be accomplished within existing laws and regulations. It matches recent federal-aid policy at FHWA, and the "Eco-Logical" Agreement between USDOT and the Federal resource agencies creates an opportunity for a more proactive approach to

biological mitigation under the Federal Endangered Species Act and the Clean Water Act.

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