

Agenda

October 16, 2012
10:30 am – 12:30 pm

CALTRANS
 11120 N Street
 Division of Aeronautics, Room 3440
 Sacramento, CA 95814

Contact: Abhijit Bagde
 (916) 654-3638

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 07/17/2012 meeting minutes	10:40	Abhijit Bagde
4	Announcements and updates: <ul style="list-style-type: none"> • Annual list of obligated projects for FY 2011/12 – Abhijit Bagde • CMAQ- End of Energy Act provisions – Lima Huy 	10:45	All
5	Follow-Up Items from last meeting: <ol style="list-style-type: none"> 1. Abhijit Bagde will work with HQ Local Assistance to link the safety program project lists posted on Programming’s website to the lists posted on Local Assistance’s website – work under progress 3. CT will inform regional partners on updates on MAP-21 – Item completed 4. Abhijit Bagde will contact Stew Sonnenberg, FHWA regarding the road diets (See Item No. 11 below) 5. Michael Lange, CT-Mass Transportation will provide an update for the lapsed 5307 funds (See Item No. 9 below) 	10:50	Abhijit Bagde
6	Moving Ahead for Progress in the 21st Century (MAP-21): <ul style="list-style-type: none"> • CMAQ cost-effectiveness analysis tools and emission factor tables to address PM 2.5 requirements – ARB • Programming - Muhaned Aljabiry 	10:55	ARB,CT
7	2013 FSTIP - Update	11:25	Muhaned Aljabiry
8	FY 2011/12 Annual CMAQ Report	11:35	Gwyn Reese
9	CT-Mass Transportation – Update <ul style="list-style-type: none"> • 5307 Small UZA Lapse Funds Report (Handout No. 1) 	11:40	Michael Lange
10	California State Highway System (SHS) Roundabouts Inventory (Handout No. 2)	11:50	Juven Alvarez

11	Road Diets - Update	12:05	Stew Sonnenberg
12	<ul style="list-style-type: none"> • Follow-Up Items • Open Forum • Future Agenda Items 	12:20	All
13	Future meeting dates and locations: <ul style="list-style-type: none"> • November 20, 2012, MTC Oakland (10:30 am – 12:30 pm) 	12:25	All

California Federal Programming Group (CFPG)

Minutes for October 16, 2012:

1. Agenda:

Abhijit Bagde (CT Federal Programming Office) led the introduction of participants and reviewed the agenda

2. Ground Rules:

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

Bolded items were emphasized by Abhijit.

3. Minutes of the Last Meeting: Abhijit Bagde

The final minutes of the July 17, 2012 meeting were provided via email prior to the meeting. No comments on the minutes were received and the minutes were approved as written.

4. Announcements and Updates:

- a. Annual List of Obligated Projects for FFY 2011/12 – Abhijit Bagde

The information for the listing was emailed to the MPOs on September 25, 2012. In accordance with federal regulations the listing must be published within 90 days of the beginning of the subsequent fiscal year.

- b. CMAQ – End of Energy Act Provisions – Lima Huy

Lima Huy (CT Federal Programming Office) reminded the group that the 2008 Energy

Independence Security Act under SAFETEA-LU, which allowed the federal portion of CMAQ projects to be up to 100%, will terminate with the implementation of the new transportation authorization – MAP-21 – on October 1, 2012. Any project programmed in the current FTIP with this program will need to be reprogrammed using either Toll Credits to maintain the federal portion above the 88.53%, or with a local match of at least 11.47%. DLA will not be able to process any requests for authorization for CMAQ projects that include the benefits of the Energy Program. This information was included in a letter from the programming office October 2, 2012. The letter is available on the programming webpage.

Yin Ping Lee announced that she is currently on an internal rotation to Traffic Operations Office (Permits) and will be absent from DLA for one year. James Anderson will be taking Yin Ping's position in DLA.

Jose-Luis Caceras (SACOG) announced that Renee Devere-Oki has a new baby.

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

- a. Abhijit Bagde (CT Federal Programming Office) will work with HQ Local Assistance to link the safety program project lists posted on Programming's website to the lists posted on Local Assistance's website – work still in progress
- b. CT will inform regional partners on updates on MAP-21 – Item completed through several teleconferences hosted by Caltrans.
- c. Abhijit Bagde will contact Stew Sonnenberg (FHWA) regarding the road diets (See Item No. 11 below). Wade Hobbs will comment in place of Stew – See #11.
- d. Michael Lange (CT-Mass Transportation) will provide an update for the lapsed 5307 funds (See Item No. 9 below)

6. Moving Ahead for Progress in the 21st Century (MAP-21)

- a. CMAQ cost-effectiveness analysis tools and emission factor tables to address PM 2.5 requirements – John Taylor and Dennis Wade of ARB

Dennis Wade (ARB) noted that they are aware that the tables on the ARB website for calculating air quality benefit for (CMAQ) projects are out of date. The tables are based on EMFAC 2007 and do not contain calculations for the pollutant PM 2.5. Dennis stated that ARB will be updating the tables to reflect EMFAC 2011 and adding the PM 2.5 calculations. ARB hopes to have this process completed within a couple of months – before the end of the year.

Jose Luis stated that he has received the results of the calculations as a lump sum benefit – lumping all of the pollutants into a single number or lbs/year representation. Dennis clarified that this is not a function of the calculations. Bruce Abanathie (KCAG) stated that he has both received and worked with the tables on the ARB site and that if the project sponsor just prints out the completed tables they will get a number for each pollutant the tables cover.

Bruce asked if ARB will also update the 2005 Guidance. John stated that they would review the guidance and update it where necessary.

Jose-Luis also requested that the tables for the fleet updates be kept separate to reduce confusion.

Muhaned Aljabiri (CT Federal Programming Office) related that they have also discussed with ARB providing a list of project types that have PM 2.5 benefits.

Dennis noted that ARB has previously developed tables to calculate PM_{2.5} for the South Coast APCD. ARB will be using these calculation methods (updated to EMFAC 2011) to update the available calculation tables.

NOTE: taken out of order to facilitate time schedules, but left in order for minutes

Abhijit will email the contact information for Dennis and John for CFPG representatives to send any comments to the update. And MPOs need to send comments to Dennis.

b. Programming – Muhaned Aljabiry

Muhaned stated that we were fortunate that MAP-21 kept the major programs of our core programming fund streams intact. We will continue with the estimated apportionments previously provided until we are informed about any changes. As part of our move to MAP-21 there are a number of workgroups that are reviewing the programs, the federal law, the state laws, and the apportionment formulas. The CT Federal Programming Office is involved in the CMAQ, RSTP, and TA (formerly TE) workgroups. Any resulting changes from the recommendations of these subgroups the programming office will communicate the changes – after approval of the 2013 FSTIP. If amendments are necessary the programming office will make the request of the MPO.

Bruce noted that in the CMAQ Workgroup it was decided that for the second year of funding (the first would be status quo), depending on the results of the PM 2.5 benefit project type list, there may be a change in the apportionment formulas based on the need to make special provisions to fund PM 2.5 benefit projects. Muhaned stated that this is a discussion that should take place in the workgroup and the results of the discussion taken to the MAP-21 Committee.

Lima stated that this option was known as the second alternative. Lima stated that part of the apportionment calculation was based on weighted population data for ozone and carbon monoxide provided by FHWA and that we do not know if that data will still be provided or if the data will be provided for PM 2.5. Bruce noted that this was a question asked in the FHWA CMAQ webinar and that FHWA stated that they would continue providing the current data and add the PM 2.5 weighted data. Bruce asked Wade Hobbs if he could find out if this information (the current and the PM 2.5) would be available from FHWA in the future. Wade stated that the information will be made available – the question is when it will be available.

Muhaned asked if this was a suggestion that PM 2.5 non-attainment areas receive a higher level of apportionment. Bruce replied that this was a discussion in the CMAQ workgroup and that there are two schools of thought. The first states that if the list of project types calls for a whole new approach to developing projects that provide a PM 2.5 benefit, then this should be considered in the apportionment calculations. The other thought is that most of the current project types that we fund through CMAQ already have a PM 2.5 benefit. If the second scenario is the case, then this whole discussion is unnecessary and we continue with the current apportionment formulas. Any further discussion on this issue will have to wait until we have received the list of PM 2.5 benefit type projects.

Sam Kaur (SJCOG) also stated that this was the decision of the CMAQ Workgroup. Sam also noted that the requirement only applies to the PM 2.5 non-attainment areas if it becomes necessary (based on the project type list) and in order to accomplish the revisions to our CMAQ programs we will be looking for additional help and the agencies may be looking for additional funds to compensate for the additional projects while still providing their other planned CMAQ projects.

Jose-Luis asked if the MPOs would have to eventually recalculate the air quality benefit for their entire CMAQ program of projects. Bruce noted that if you are a PM 2.5 non-attainment area you will have to calculate the PM 2.5 benefit to meet the 25% requirement. As far as reprogramming your CMAQ program of projects, this would depend on the PM 2.5 benefit project type list we get from ARB. If you can show that you are meeting the 25% requirement with currently programmed projects then no change would be required of your FTIP.

Jose-Luis then asked if this was an annual requirement or a different time frame. Bruce stated that in the discussions in the CMAQ Workgroup it was decided that the way the law is written that this was an annual requirement not an accumulative one.

Jose-Luis also asked if the requirement was a dollar figure or a number of projects. The response was that the requirement is based on apportionment of CMAQ funds.

The question about reporting of the requirement was also discussed. Thus far the impression is that the reporting should be done as part of the annual CMAQ report by using the PM 2.5 column on the current reporting form.

Muhaned also brought out the question of the applicability of the requirement; whether it is specific dollars or whole project based. So, if we program and deliver a project that is \$1 million dollars is the whole million used to meet the requirement or is only the portion of the million that funded the PM 2.5 component eligible to meet the 25% requirement.

Sam also pointed out that there must be an accounting to make sure that the requirement is met. What will the state do if PM 2.5 nonattainment regions do not meet the requirement – as the legislation states that the state is the holder of the responsibility?

A discussion ensued about the workgroup and their connection to the CFPG. Muhaned clarified that the workgroups are a subset from the MAP-21 Committee and not a subset of the CFPG and the recommendations of the workgroups go the larger committee. The Programming office may be involved in the workgroups for CMAQ, RSTP, and TA, but the MAP-21 Committee is who the groups report to. Abhijit stated that there are many MAP-21 working groups, but that only the information from the groups that affect programming would be reported at the CFPG Meetings.

Michael Lange (DMT) was asked to relate any information regarding changes to transit funding based on MAP-21. Michael stated that he was not involved in the workgroup.

The programming office will meet with DMT to discuss FTA apportionments under MAP-21

7. 2013 FSTIP- Update – Muhaned Aljabiry

Muhaned thanked all of the regions for posting the Draft 2013 FSTIP on their webpages as part of the public participation program. If the programming office receives any comments that apply specifically to an MPO's FTIP, the comment will be forwarded to the MPO for response and any required adjustment of the TIP. The FSTIP schedule is on

track for final comments in by October 8, 2012 and federal approval December 17, 2012. The 2013 TIP can be amended, but the amendments cannot be added to the TIP until after the federal approval of the FSTIP.

Muhaned also thanked the MPOs for maintaining the format of the financial constraint, which made rolling up the statewide financial constraint so much easier than in prior years.

Abhijit reminded the group that the 2011 FTIP is still the current document and it can be amended until the 2013 FSTIP is approved.

Ann (SBCAG) asked about amending the 2011 FTIP, does that include formal amendments? Abhijit replied that all amendments are eligible. Muhaned qualified the reply in that the MPOs have to take the timeline of the amendment process and the approval timeline for the 2013 FSTIP.

Muhaned also reported that he has received statements from the districts that MPOs are not preparing modifications for their requested changes in state managed program projects. Bruce stated that this is a two-way street. When the MPO puts out a formal amendment, this is not meant to be a reminder that the district needs a modification. The districts need to be aware of the MPO amendment schedules, to notify the MPOs whenever a change is made to the state managed programs (not wait for an amendment to come out) and to only ask for amendments that meet the guidelines.

Muhaned suggested that MPOs and districts establish a line of communication, such as sessions in which the MPOs and districts communicate their process and procedures to better understand the programming of projects. A lengthy discussion ensued and the consensus of opinion is that the line of communication is currently not working within Caltrans and the communication between most of the MPOs and districts also needs to be improved.

8. FY 2011/12 Annual CMAQ Report – Gwyn Reese

Gwyn Reese (CT Federal Programming Office) to facilitate the CMAQ annual report, the pre-populated project list will be prepared and sent out next week (Oct. 22-26) with an anticipated due date of December 21, 2012. Gwyn also extended her appreciation for the financial constraint

Gwyn will send out pre-populated CMAQ report tables

9. Division of Mass Transportation (DMT) Update – Michael Lange

Michael Lange (Div. of Mass Trans) discussed the history of the lapsed 5307 small UZA funds as funds that have not been obligated in FTA Grants, mostly flex fund transfers, and returned to the Governor for redistribution throughout the state. Michael is reviewing large amounts of information sent from FTA. Michael is still working on establishing what agencies the funds came from.

Michael noted that the spreadsheet presented for the meeting had some outdated data. The updated tables will be sent out next week (Oct. 22-26). Sam asked Michael to review the funding lapses and what that means to the MPOs and transit agencies. Michael stated that all of the funds listed on this sheet (actually the revised sheet that Michael will send out after updating it) are at risk of rescission by the end of the 2012-13 FY.

Michael will send out the revised 5307 lapse fund tables (through Abhijit)

10. California State Highway System (SHS) Roundabouts Inventory (Handout No. 2)

Juven Alvarez (Div. of Planning).

Juven updated the report presented to the CFPG in the Spring of 2012. This report refers only to roundabouts on the SHS. Juven differentiated a roundabout as a traffic feature having yield signs at the entry points from traffic circles and other similar features, which may have stop signs at their entry points. One lane roundabouts are the most efficient and safest – particularly for pedestrians, bicyclists, and the disabled.

Juven cited some statistical benefits from the CA SHS Roundabouts Inventory Report.

Non-roundabout intersections

2.7 million intersection-related collisions

900,000 intersection-related injury collisions

9,117 intersection-related fatalities

\$96 billion nationally in financial losses from intersection-related collisions

Roundabout improvements:

37 % reduction in overall collisions

75 % reduction in injury collisions

40 % reduction in pedestrian collisions

75 % fewer “conflict points” than a traditional intersection

90 % reduction in overall fatalities

89 % average reduction in vehicle delays

56 % reduction in vehicle stops

These improvements are mostly due to the reduction in the possible collision or “points of contact” opportunities.

Environmental Benefits:

29 % reduction in carbon monoxide emissions (2002)

37 % reduction in carbon dioxide emissions (2004)

Juven stated that they will be adding to the design section of the report and are still receiving information about existing and planned roundabouts in the state.

Bruce (KCAG) asked Juven if they used transparencies to show the current intersection and the proposed intersection showing the right of way requirements for the projects. Juven stated that they use software that shows the information and estimates the amount of right of way needed. Juven then described the pictures in his PowerPoint handout.

Sri (MTC) asked about the AQ categorization of roundabouts. Juven stated that he did not know for sure, but does not think that they are considered categorically exempt. There is an effort in the traffic operations division to develop an Intersection Control Evaluation Policy that would streamline a roundabout project at an intersection as opposed to installing a traffic light.

Mike Brady (Caltrans Environmental) stated that the conformity information is that roundabouts are treated as intersection channelization projects and are exempt from conformity analysis, but require a hot spot analysis.

The roundabout report will be updated in the Spring of 2013 and is available at:

http://www.dot.ca.gov/hq/tpp/offices/oasp/rtb_inventory.html

11. Road Diets - Update

Wade Hobbs (FHWA) related the information from meetings with EPA. Unfortunately, most road diet projects would be subject to conformity documentation. FHWA and EPA were not able to fit road-diets projects in general into any existing exempt category. Generally, road-diet projects change the capacity of a roadway and that change requires a conformity finding, however all road-diet projects would be considered on a case-by-case basis for conformity.

Sri Srinivasan (MTC) although we are accepting of whatever decision that you have made, I would like more explanation on how the decisions were reached. Sri noted that some of the projects are TDMs and some are safety. Wade stated that a more in-depth conversation would best be with Stew for better details. Wade did reiterate that projects would be considered on a case-by-case basis, but that there was a concern for lumping all road diet projects into one exempt category when some of those projects would not meet all of the eligibility criteria for the category.

Sri stated that she would be making a follow-up call to Stew and that if any of the other agencies wanted to be included in the conversations that they send an email to Sri. Abhijit recommended that we have Stew at the next CFPG to discuss this issue more.

12a. Follow up Items

- 6.a. Abhijit will email the contact information for Dennis and John for CFPG representatives to send any comments to the update.
MPOs need to send their comments to Dennis Wade.*
- 6.b. Programming Office to meet with DMT to discuss FTA apportionments under MAP-21.*
- 8. Gwyn will send out pre-populated CMAQ report tables.*
- 9. Michael will send out the revised 5307 lapse fund tables (through Abhijit).*
- 12b. Sri will send the link to the FTA webinar on Title VI to Abhijit, who will forward it to the CFPG list, and MPOs need to review their Title VI plans/actions and discuss them at the next meeting.*

12b. Open Forum

Bruce asked that FHWA have direct contact with MPOs with any information that would affect programming or project delivery. As an example the lapse in communication regarding the ability to conditionally obligate projects that require a Buy America partial waiver created a lapse in potential obligations for this FY.

Sri wants to have a discussion on the Title VI requirements and what the other MPOs are doing. Bruce suggested an agenda item for next meeting and ask MPOs to review their Title VI actions and share the information with the CFPG members. Muhaned recommended the agenda item read: How will MPOs plan to address Title VI requirements.”

Sri also mentioned that the Performance Measures sub committee of the MAP-21 Committee has not yet met and Sri is willing to take any information or ideas to the subcommittee.

Mike Brady talked about the discussion from the Statewide Conformity Group meeting

earlier in the day regarding the “latest planning assumptions”. Mike stated that the date for submission of the latest planning assumptions is going to be extended (probably) to June 2013. This is due to some slow moving approvals with 2011 EMFAC.

13. Next Meeting:

November 20, 2012 @ MTC (10:30 – 12:30)

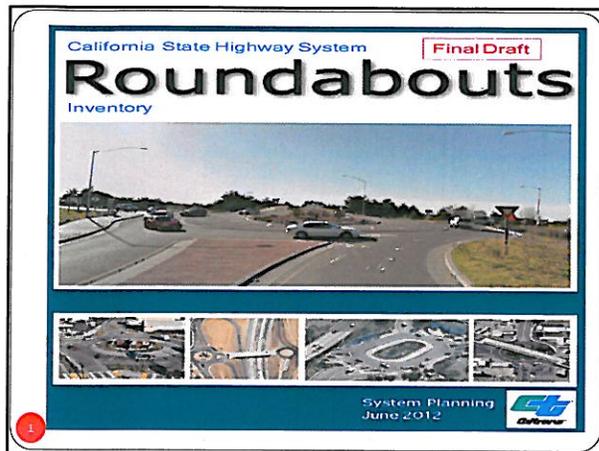
Handout No. 1 for Item No. 9: 5307 Small UZA Lapse Funds Report

**State of California FTA 5307 Small Urban Remaining Balances to lapse September 30,
2013**

5307 Small Urban UZA	2010		
	Apportionment	Obligated	Unobligated
Atascadero-Paso Robles	\$702,873		\$702,873
Camarillo	\$1,038,066		\$1,038,066
Chico	\$1,669,561		\$1,669,561
Davis	\$2,404,718	\$1,604,718	\$800,000
El Centro	\$919,646	\$717,847	\$201,799
Gilroy	\$1,201,683		\$1,201,683
Hemet	\$1,884,601		\$1,884,601
Lodi	\$1,699,464	\$745,772	\$953,692
Lompoc	\$1,021,915		\$1,021,915
Madera	\$889,504	\$568,000	\$321,504
Manteca	\$978,131	\$276,000	\$702,131
Merced	\$1,870,777	\$0	\$1,870,777
Seaside-Monterey-Marina	\$3,047,288	\$0	\$3,047,288
Petaluma	\$1,048,314	\$881,597	\$166,717
Porterville	\$979,322	\$416,800	\$562,522
Redding	\$1,254,695		\$1,254,695
Salinas	\$3,860,985		\$3,860,985
Santa Barbara	\$4,370,321		\$4,370,321
Santa Clarita	\$3,685,546	\$805,000	\$2,880,546
Santa Cruz	\$3,477,424		\$3,477,424
Santa Maria	\$2,155,900		\$2,155,900
Simi Valley	\$2,285,754		\$2,285,754
Tracy	\$1,289,283	\$1,169,777	\$119,506
Turlock	\$1,778,691	\$1,581,434	\$197,257
Vallejo	\$3,502,837	\$0	\$3,502,837
Watsonville	\$1,517,072		\$1,517,072
Yuba City	\$1,557,156		\$1,557,156
Yuma (CA/AZ)	\$11,243		\$11,243
Total:	\$52,102,770	\$8,766,945	\$43,335,825

As of 7/11/2012

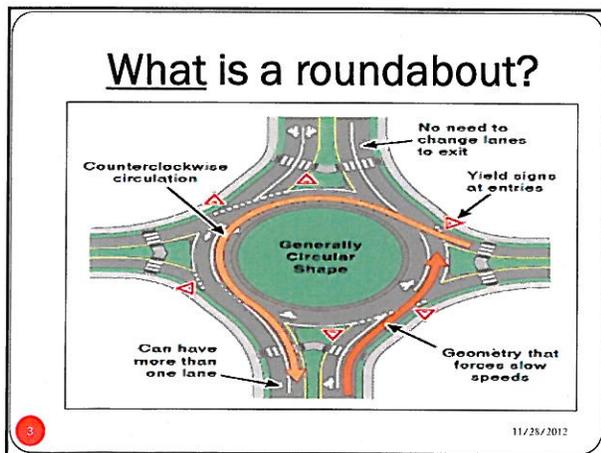
**Handout No. 2 for Item No. 10: California State Highway System (SHS)
Roundabouts Inventory**



Why the report?

- 1.) Purpose: Caltrans seeking other operational improvements on the SHS;
- 2.) Identify Existing, Programmed & Planned Roundabouts; And
- 3.) Provide an overview of Roundabouts benefits.

11/28/2012



How many roundabouts do we have on the CA SHS?

- 12 Operational/Existing
- 22 Programmed
- 37 Planned
- **71 TOTAL...and counting!**

11/28/2012

What are the benefits of Roundabouts?

- Safety Benefits
- Transportation Benefits
- Environmental Benefits
- Design Benefits – **Next update**

5 11/28/2012

Examples of Rural Roundabouts: **Before**



6 11/28/2012

After



7 11/28/2012

Before



8 11/28/2012

After



9

11/25/2012

Before



10

11/25/2012

After



11

11/25/2012

Before



12

11/25/2012



Any questions?

- The California State Highway System Roundabouts Inventory Report is located on Caltrans System Planning Branch Website:

http://www.dot.ca.gov/hq/tpo/offices/oasp/rtb_inventory.html

Contact: Juven Alvarez, (916) 653-2978
Juven.Alvarez@dot.ca.gov

16 11/28/2012