Agenda

October 26, 2010
10:30 am – 12:30 pm

Caltrans
Dept of Veteran Affairs Building
1227 "O" Street, Room 518 (5th floor)
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 09/14/2010 meeting minutes	10:40	Abhijit Bagde
4	**Announcements and updates:**	10:45	All
5	**Follow-Up Items from last meeting:** • MPOs to provide comments on the spreadsheet for toll credits for FTA projects – OCTA example – to Michael Lange of DMT by October 1, 2010 (See Item No. 7 below) • FHWA to review the CMAQ transit transfer flow chart and return comments to DMT by October 1, 2010 – Item completed • MPOs to provide project specific processing data to CT-DMT for CMAQ transit transfer process to DMT by October 15, 2010 (See Item No. 10 below) • CT-DMT to look into the CMAQ transit transfer processing issue with the federal treasury (See Item No. 10 below) • SACOG to email Abhijit the toll credit options presented to their local agencies – Item completed • CT-DMT is to provide the process and procedures to accompany the toll credit spreadsheet and flow chart information (See Item No. 7 below) • CT-DMT is to provide the FTA 5316 and 5317 information to CT-Programming in order for the MPOs to be able to program in the FTIP – In progress	10:50	Abhijit Bagde
6	2011 FSTIP: 1. Schedule 2. FSTIP PPP - update 3. Final 2011 FTIP financial summary	11:00	Muhaned Aljabiry Lima Huy Penny Gray

7	Toll Credits: 1. Distribution of Toll Credits to the regions 2. Use of Toll Credits for FTA funded projects	11:20	CT Programming Ray Zhang Michael Lange
8	CTIPS - Update	11:40	CTIPS Office/Abhijit Bagde
9	Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas – guidance update Handout: http://www.dot.ca.gov/hq/transprog/federal/fedfiles/grouped_pjt_listings050410.pdf	11:45	Abhijit Bagde
10	CMAQ Transit Transfers - Update	11:50	Michael Lange
11	Rescission of Federal-Aid Apportionments - Update	12:05	Susan Harrington
12	• Follow-Up Items • Open Forum • Future Agenda Items	12:15	All
13	**Future meeting dates and locations:** December 7, 2010 - SACOG, Sacramento (10:30 am – 12:30 pm)	12:30	All

California Federal Programming Group (CFPG)

Minutes for October 26, 2010:

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 of the Last Meeting:

The minutes of the September 14, 2010 meeting were provided via email prior to the meeting and there were no comments or changes requested – approved

4. Announcements and Updates:

Muhaned Aljabiry (Caltrans HQ Programming) introduced Mary Chaney, a temporary volunteer that will be assisting staff in finalizing the FSTIP for submission to FHWA/FTA. Muhaned also announced that Jody Tian, who took a leave for family matters, apparently will not be returning to the Caltrans staff. Muhaned is hoping to backfill the position, but that my take several months.

Jermaine Hannon (FHWA) introduced himself as the new Planning and Air Quality Team Leader for FHWA. This is the position previously held by Steve Luxenburg.

Sri Srinivasan (MTC) Reintroduced Adam Crenshaw, an intern assisting MTC in the programming office.

5. Follow-up Items from Last Meeting:

a. Item completed, to be discussed as part of Item7
b. Item completed
c. Item continuing, to be discussed as part of Item 10
d. Item continuing, to be discussed as part of Item 10
e. Item completed and information forwarded to group earlier
f. Item continuing, to be discussed as part of Item 7
g. Item continuing, Programming Office hopes to be able to provide this information to the MPOs within the next weeks, definitely before the next CFPG meeting.

6. 2011 FSTIP

a. **Schedule for Review and Approval**:
Muhaned explained the stage of compiling all of the MPOs FTIPs into the FSTIP and the schedule of the public review process. The programming staff will complete the compilation and comments response for the scheduled November 14, 2010 submission to FHWA. Muhaned noted that the compilation was going smoothly until they got to the statewide financial constraint portion. Penny will discuss this element as part of "c." below.

b. **Public Participation Policy**:
Lima Huy (Caltrans HQ Programming) noted that the public comment period ends this Friday (October 29, 2010) and that they have received several comments and that the comments and responses would be addressed as part of the submission to FHWA.

c. **Final 2011 FSTIP Financial Summary**:
Penny Gray (Caltrans HQ Programming) discussed the purpose and need of the financial summary tables (e.g. an MPO depending on the statewide capacity for an administrative amendment cannot do so if the tables are not accurate and support the capacity availability) and also the process of compiling the summaries of the MPOs. Penny reviewed some of the problems that she found with the summary tables submitted by MPOs:

Columns and Rows did not add up - Formulas had been deleted so the cells did not total correctly.

Apportionments for RSTP and CMAQ did not match the Caltrans provided estimates - if MPOs have changed the amounts they need to notify Caltrans and provide an explanation.

The biggest problem was that in the "Revenue v Programming" table the formulas had been replaced by zeros and the financial constraint was not valid. These cells should not be altered they are a reference for the programmer to look at to make sure that they are not over-programmed.

Categories and rows had been altered – fund streams had been moved or eliminated. This causes the programming office to have to look through each summary table and find the necessary information.

"Other" categories were not accurately completed, the parenthesis that is provided to specify what funds stream(s) are included in this category were not filled in, funds stream that should have been accounted for in other entries (e.g. SHOPP money in "Other" row) were included in this category.

Prop 1B row included some Prop 1B programs, but some Prop 1B programs were included in the "Other" row,

TE Funds should be included as part of the STIP, but was listed in probably five different places.

State Cash portion of SHOPP was shown in "State Cash," "Other," and other rows, but should be included in the SHOPP row.

Dollars were not listed in thousands.

Local match should be in "Local" only.

RSTP exchange does not get reported on the financial summary. If you exchange part of your RSTP, you must adjust your total apportionment down by that amount for the financial summary.

TE-Reserves are not to be shown on the financial summary because the "reserves" category of programming does not qualify as a project for programming – enter the funding in the "Revenue" table, but do not account for the funds in the programming table unless they are programmed to a specific project.

Too many years were included in the totals. The FSTIP is a four year document (as opposed to the FTIP which includes previous and future years for reference.) The tables should only show revenues and programming for the four year programming element.

It is permissible to list revenues of federal funds without listing programming for those funds.

Next steps are to prepare instructions for completing the financial summary tables and hold conference calls to discuss the instructions.

Muhaned reiterated the importance of showing financial constraint in order to continue our current program of project delivery in the state. Caltrans has met with FHWA and the State will be reporting the financial constraint quarterly to FHWA.

Abhijit also reminded the group that with each amendment submission, it is necessary to submit the electronic version of the financial summary as well. It will also be important that the MPOs submit the financial summary in the same format that the programming office establishes so that they can update the statewide constraint based on the amended summaries and continue to be able to report to FHWA in a timely manner.

Sri discussed the complications of knowing where to put certain fund streams and particularly when there are variations in the fund stream (e.g. Highway Maintenance where there are normal and safety funds), and where an MPO needs to have additional detail of fund streams included in the "other" category. Penny stated that they could add rows to specify fund streams included in the "other" category.

Jose-Luis Caceres (SACOG) also requested further clarification on the "other" category.

Shirley Medina (RCTC) asked about RSTP exchange. Penny stated that the exchange is handled by Local Assistance and that the information on the exchange is available through DLA.

Extensive discussion followed about how to document funds in the summary. All of the information will be covered in the forthcoming instructions and the conference call(s) to be held in preparation for the next FSTIP.

Sookyung Kim (SANDAG) asked about using CTIPS financial reports to generate the financial reports. Muhaned stated that CTIPS can generate reports by fund type and by MPO for programming but not for revenue. Adding this component is something that we can look into for future programming cycles.

Rosemary Ayala (SCAG) asked for a time frame for when the instructions discussed will be made available to the MPOs. Abhijit and Muhaned stated that the task would start after the 2011 FSTIP approval.

7. Toll Credits

a. **Distribution of Toll Credits to the Regions**:

Abhijit explained that this is a follow-up from several meetings ago. MPOs were to submit summaries of programming for toll credits within their region to Caltrans for the purpose of apportioning the toll credits by region. As no one from Local Assistance was immediately available, Abhijit further explained that there is an internal (Caltrans) meeting that is going to address this issue and then have the information brought to the regions.

b. **Use of Toll Credits for FTA Funded Projects:**

Abhijit sent three handouts for this item (the fact sheet for FTA projects, the FAQs received from the regions by DMT, and the template for tracking the use of toll credits on FTA projects) Michael Lange (Caltrans DMT) followed with a recap of the last meeting and an update of the progress since that meeting. They have received tentative approval from FTA with comments on the spreadsheet information, and further development of the spreadsheet. SACOG has offered to assist DMT in developing a database for reporting requirements.

Sri appreciated the removal of the ECHO information requirements, but questioned the inclusion of the TEAM information and when information will be required both for new projects and for amended projects.

Sam Kaur (SJCOG) recommended that the DMT develop a schedule for initial submission and for updates to the database due to the variations among MPOs in their amendment schedule.

Michael stated that the information is "best knowledge" – enter the information when it is available.

Sam also asked about the FTA/DMT discussions regarding allocating specific amounts to each MPO. Michael stated that the allocations would be based on the spreadsheets submitted by the MPOs for each year.

Jose-Luis wanted clarification on the 100% funding stated in the FAQs. After much discussion, it was clarified that the toll credit funding is *up to* 100% not required to be 100%.

Sookyung asked for additional clarification on the apportionment of toll credits to MPOs, the year-to-year changes, and the possibility of increasing demand for toll credits, etc.

Bruce Abanathie (KCAG) reminded the group of a recommendation made by Ivan Garcia (BCAG) several discussions ago about apportioning an amount of toll credits to each region equal to their FTA apportionment and allowing the region to apply the credits until they need an additional apportionment. This has merit because of the amount of toll credits available to the state. Bruce then asked if this recommendation had been considered by DMT and/or Local Assistance. Due to a schedule conflict Ray Zhang could not be present to participate in this conversation, so Abhijit suggested that the conversations are not final within Caltrans and that that discussion be addressed at the next internal meeting and a resolution be brought to the group after that meeting.

8. CTIPS Update

Jordan stated that they are setting up a CTIPS user group. To provide input to the CTIPS office on how to improve CTIPS and participate in discussions about what improvements can be made. Sam clarified an earlier email from Dae that stated that they are looking for users of CTIPS, not technical staff. Bruce clarified that it was brought up at an earlier meeting that the technical group (data oriented) was already formed and Jordan stated that he is planning their first meeting. If interested in participating in the users group, please send an email to Dae Yoo.

CTIPS is being upgraded today and if you need assistance contact Jordan or Dae.

Abhijit and Muhaned stated that for agencies that do not enter amendment data directly into CTIPS, the Programming Office wants to see the amendment in CTIPS before it can be forwarded to FHWA for final approval.

There was some discussion about when agencies that do not enter data directly into CTIPS must transfer the information. These issues will have to be dealt with on an agency-by-agency or a case-by-case basis.

9. Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas – Guidance Update

Abhijit discussed updates to the "pre-approved" group listing, primarily adding the §93.127 Table 3 project list. The updated list has been posted on the programming website.

10. CMAQ Transit Transfers – Update

Michael Lange provided an updated CMAQ transit transfer flow chart. He reviewed project examples submitted by MPOs. Several representatives present stated delays of from 5 weeks to more than one year. Sri stated that this issue needs to be raised to a higher level to resolve issues with processing through FHWA, Caltrans, state treasury, and FTA. Sri asked Michael if he wants to take the lead on addressing this issue or if he wants Sri to do so – either way Sri wants to be included in the information. Michael stated that he would ask Kimberly how she wants to collect the data. Sam Kaur also brought up the total loss of $6 million due to the processing problem.

Sri also asked DMT to update the flow chart with standardized timelines so that the "normal" flow can be compared to what the actual MPO experiences are showing.

11. Rescission of Federal-Aid Apportionments – Update

Susan Harrington (DLA) stated that they do not have the information available from their new and approved DLA accounting system to give an update. Muhaned explained the rescission history. Sam Kaur reminded the group that the fund streams that the funds will be rescinded from will be the CMAQ and the Local Bridge program.

12. Bullets

a. **Follow-up Items**

- Financial Summary task force interest email will be sent from Programming Office – probably after the approval of the 2011 FSTIP.
- Abhijit will send the email for interested parties to participate in the CTIPS user group.
- Toll credit distribution to RTPA after internal meeting – probably two weeks.
- Michael Lange to confirm lead role for CMAQ transit transfer follow-up.

b. **Open Forum** – no items

c. **Future Agenda Items** – no items

Next meeting December 7, 2010 at SACOG

Handout for Item No. 7

TRANSPORTATION DEVELOPMENT CREDITS (TOLL CREDITS)
FOR FEDERAL TRANSIT ADMINISTRATION PROJECTS

FACT SHEET

Transportation Development Credits (formerly referred to as Toll Revenue Credits) provides a credit toward a project's local share for certain expenditures with toll revenues. The amount of credit toward local share to be earned by a State is based on revenues generated by toll authorities within the State. Under the provisions of 23 U.S.C. 120(j), FHWA oversees the determination of transportation development credit within each State. For the Federal Transit Administration (FTA), the effect of utilizing transportation development credits means that FTA, in essence, provides 100 percent of the total net project cost. For example, if the actual cost of the asset is $500,000, FTA's share at 80 percent equals $400,000. The remaining $100,000 match is transportation development credits, so additional Federal funds are needed to equal $500,000 or 100 percent of the net project cost. FTA calculates a project using transportation development credits as shown in the example below:

Actual cost of the asset	$500,000
	=======
Federal Share (80%)	$400,000
Local Share (20%)	$100,000 (from toll revenue credits)
	$500,000
	=======

In Transportation Electronic Award and Management (TEAM), the recipient will enter the following:

Total project cost	$500,000
Federal Share	$500,000

FTA requires the recipient to state within the comment section of TEAM that transportation development credits provide $100,000 for the local share. FTA will not approve a retroactive application of Transportation Development Credits, nor will FTA allow additional toll credits to be added to a grant after it is executed. Toll Credits can be used for "operating" projects.

IMPLEMENTATION STATUS

On July 7, 2010, Caltrans held a meeting with FTA Region IX on the implementation of Transportation Development Credits for transit projects. The FTA agreed to allow Caltrans to utilize these credits under the following conditions:

1. Verification from FHWA on Toll Credit Pool (May 13, 2010 Letter from FHWA).
2. Clarification on the methodology for allocation of toll credits to transit agencies.
3. FTA has no system for tracking toll credits; therefore, Caltrans to track all toll credit allocations for transit projects (including projects in urbanized areas). Also, Caltrans will work with the MPO's and RTPA's to develop their own internal tracking system to be consistent with Caltrans.
4. Caltrans report annually on Toll Credit usage and balances for all federal projects.

Next steps include submission of a letter to FTA verifying the toll credit pool amount and Caltrans plan to allocate and track toll credits for Caltrans-managed transit capital and planning projects and for urbanized area transit projects managed by MPOs. DMT and Budgets are working together to develop an internal process to track toll credit allocations, usage, and annual reporting in accordance with FHWA and FTA requirements. The Division of Transportation Planning (DOTP) is also looking into utilizing toll credits for FTA planning funds. Additional information is forthcoming from DOTP.

TEST CASE

DMT has received tentative approval from FTA requesting for the use of existing toll credits by OCTA. OCTA is requesting to use $9.2 million, from their existing Toll Credit Account as match for transit projects. DMT is still in the development phase of tracking toll credits; OCTA was chosen for the test case because of their separate Toll Credit Account. DMT will be able to provide FTA with a single source to track and work out any issues or concerns, before the larger process is finalized.

TRACKING SYSTEM

FTA has identified the fields that are required; these fields have been highlighted on the tracking spreadsheet. All other fields will be required by Caltrans for reporting purposes. DMT is working with SACOG to utilize a database format for reporting purposes. Reports are required for FTA and FHWA at this point. The Federal Transparency Act may impose some additional reporting requirements. The impact is unknown at this point.

COMMENTS

Comments on the tracking sheet were due to DMT 10/1/10. The tracking sheet has been distributed through the CFPG and RTPA meeting groups. The comments will be addressed at subsequent CFPG and RTPA meetings.

We received comments from FTA, SANDAG and SCAG. These comments are addressed in the FAQ's.

Caltrans Division of Mass Transportation
Transportation Development Credits
FAQ's

1. Will the sheet provided to us be used for all FTA funds (even though the sample project entry is 5307) or just for fund types tracked by the MPO?
The tracking sheet will be used for all transit fund types. Transportation Development Credits will not be available for use with Flex funds as this time.

2. Will your office do all of the tracking or will the MPOs assist in the tracking for 5311 funds?
DMT along with Caltrans Budgets will track 5311 funds.

3. Who will track the FTA planning, 5309, 5310, and 5313, and will we have a guideline written that specifies what fund types are eligible for toll credits and how the coordination will be handled?
The Division of Planning will track the planning related funds (5303, 5304, and 5313); DMT will track 5310 and 5309 funds.

4. Do we know if this is for internal use only, or will we be required to submit this report to FTA?
The MPOs will collect the information from the Transit Operators and provide it to Caltrans on the tracking spreadsheet.

5. How often will we be required to submit this data?
The MPO's will be required to submit this data annually. More frequent submissions may be required as the tracking becomes automated.

6. Are you looking to see what Toll Credits we have already applied for or what we plan to use?
The MPO's will receive a 1 year allocation of Transportation Development Credits for transit projects and DMT will be tracking the use of credits. Allocations will be based on need identified in the spreadsheet.

7. If the transit operators will report in TEAM, what will this look like? Will this spreadsheet be added as an attachment?
Agencies will not be reporting Transportation Development Credits in TEAM. Agencies will enter a project in TEAM using transportation development credits as shown in the example below:

Actual cost of the asset	*$500,000*
	=======
Federal Share (80%)	*$400,000*
Local Share (20%)	*$100,000 (from toll revenue credits)*
	$500,000

Caltrans Division of Mass Transportation
Transportation Development Credits
FAQ's

=======

In Transportation Electronic Award and Management (TEAM), the recipient will enter the following:

Total project cost	*$500,000*
Federal Share	*$500,000*

FTA requires the recipient to state within the comment section of TEAM that transportation development credits provide $100,000 for the local share. FTA will not approve a retroactive application of Transportation Development Credits, nor will FTA allow additional toll credits to be added to a grant after it is executed. Toll Credits can be used for "operating" projects.

8. If we are collecting the data from the transit agencies, why are they reporting the data in TEAM? They can't report until the MPO and Caltrans approve? As the MPO, we will also be looking to use Toll Credits, so does this need to be approved by Caltrans before we can report?
Agencies will not be reporting Transportation Development Credits in TEAM. Agencies will apply for funds and report financials in TEAM. Projects will show as 100% FTA funded.

9. Who in Caltrans will we be reporting to?
The Division of Mass Transportation (DMT)

10. I notice the additional ECHO information columns in the attached template. I just wanted to know if MPOs will be responsible for providing this information as well. We have never used ECHO and do not access to it. I was wondering if this information will be tracked by Caltrans.
The ECHO information should be provided by whoever within the MPO enters the ECHO Drawdowns. For Urbanized areas the transit agencies would provide to the MPO's and for rural areas and discretionary programs within MPO boundaries, Caltrans will provide this data.

11. Why is all the information on the Toll Credit Tracking sheet starting from the "Allocation Amount" column to the end of the sheet, which I believe all falls under the "TEAM Information" section necessary? Is this required by FTA or was it just suggested? This would require quite a bit of tracking and I suggest it be removed if not required by FTA.
When Caltrans submits the tracking spreadsheet to FTA for approval, we will ask FTA to verify all columns needed.

Caltrans Division of Mass Transportation
Transportation Development Credits
FAQ's

12. Comments received from agencies by 10/1/10 deadline.

FTA:

- From the FTA standpoint, of the project/grant identifiers, the CTIP ID and the TIP ID are not required by FTA. The fund type isn't really important to us either, for this purpose, or the FY. As far as costs, we probably just need to see the total amount, federal share, and toll credit amount (or local match), as Rosemary presented it here. I think we need to know when the project starts so CALTRANS can keep track of projects that don't move and can withdraw the toll credits if they don't feel they will be used in a reasonable amount of time by the project sponsor. We also need to know when the project is completed and if there is a funds remaining that were deobligated, which would also leave a deobligated amount of toll credit that could be used again. You don't necessarily need to use the ECHO system that could also be found in TEAM when the grant is deobligated.
  The FTA identified columns required for reporting purposes, are shaded "green", on the tracking spreadsheet, for identification purposes.

SCAG:

- Attached is a revised Toll Credit worksheet for FTA Funded projects. The revisions are based on this morning's discussions with Ted Matley of FTA. The worksheet provides the information FTA deemed necessary.
- *The revisions are based discussions with Ted Matley of FTA. The worksheet provides the information FTA deemed necessary. SACG provided the same columns identified by FTA.*

SANDAG:

Below are comments from SANDAG regarding the Transportation Development Credits reporting worksheet:

1) <u>FTA Grant Number/FTA Project Number Column</u>
   a. This information will not be known at the time we submit this report since this report is to include amounts we want to use, not what we have already applied for. Since these forms at due October 1st of every year, the request for FTA grant numbers are about 10 months away when we're preparing the grant application. So while the submittal is forward looking, the data is current so there is a time lag for the FTA grant number.
   This will not be a problem, it is understood that not all information will be available at the time these forms are first submitted.
2) <u>TEAM Information Column</u>
   a. Since this information is not readily available to most MPOs, what is the need to report? Are we to report this data until the grant is closed or until the portion related to the TDCs are spent?
   We have dropped the ECHO information columns. However there is still some information from TEAM that will be required We need to know

when the project starts so CALTRANS can keep track of projects that don't move and can withdraw the toll credits if Caltrans / FTA doesn't feel they will be used in a reasonable amount of time by the project sponsor. We also need to know when the project is completed and if there are funds remaining that were de-obligated, which would also leave a de-obligated amount of toll credit that could be used again.

b. In regards to Allocation amount (Allocation is spelled wrong on the form) and Obligated Amount: is this regarding the funds which are tied to the TDCs?

The spelling error has been corrected. Yes, the Obligated Amount is referring to the Toll Credits. We will also need to know if the obligated amount is less than what was originally requested. This will allow us adjust Toll Credit usage accordingly.

3) <u>Non Federal Match and Local Match Percentage Columns</u>

a. If this is information pertaining only to the TDCs, why do we need these 2 columns? Are you looking for all the funding associated for this project?

It is possible a project may have other sources of funding. If not, this column can be left blank.

4) Is there certain information which is necessary and some which is optional? If we do not have certain information, will the report be accepted? If there is information which is necessary, can that be highlighted on the form?

All information will be required, however we understand that not all information will be available at the time of the initial request.

5) If this report is to be submitted annually, do you only want information on the projects we will be applying for? Or are we to continue to report on all the projects which have received TDCs and those projects we will be applying for? This could change the dynamic of the data we report.

We will be looking for information to update current projects as well as information on projects that you are applying for.

DRAFT

Caltrans Division of Mass Trasnportation
Transportation Development Credits for Transit Projects

Project Information															Toll Credit Information		TEAM Information				
Date	County	MPO	Project Sponsor	Project Name	Phase	TIP ID	CTIP ID	Fund Type	FTA Grant Number / FTA Project Number	FY	Net Project Cost	Federal Share	Non-Federal Share	Local Match Percentage	Amount	Percentage	Allocation Amount	Obligated Amount	Project Start Date	Project Competition Date	Comments
9/1/10	Orange	OCTA	OCTA	Preventative Maintenance (including salaries and benefits)	CON	ORA020	20930001151 & 20930001118	FTA Section	#CA-90-Y782	2009-10	$24,989,562	$24,989,562	N/A	N/A	$4,997,912	20%					

FTA required Fields

Handout for Item No. 10

FY 2010 CMAQ / RSTP 5307 FUNDING TRANSFER

Planning Ageny(ies) work with
5307recipients to determine
CMAQ Projet(s).

↓

Planning Agency(ies)
(MPO/COG) notify
recipeint(s) of CMAQ/RSTP Funding,

↓

Recipient works with Planning
Agency(ies) (MPO/COG) to prepare
required forms for transfer request and
application.

↓

MPO Programs Projects
in FTIP/FSTIP

↓

Subrecipient works with District
Office Local Assistance Engineer
to Submit request for transfer directly.
DLA to communicate to MPO's when
transfer is sent to FHWA. See RFT Form - Chapter
3 LPM, w/ support documents: FTIP/FSTIP

↓

FHWA processes reqest and forwards transfer to the
U.S. Treasury.

The U.S. Treasury completes transfer and forwards
the fund to FTA.

↓

Once the Transfer
between FHWA
and FTA have been completed
HQ Level notifies
their District Engineer and MPO/COG

↓

Upon Grant approval by FTA,
HQ/DMT/Rural Transit Branch
will prepare a standard
agreement.

Created on 3/29/2010
Created by Fred Lenhart, HQ/DMT/Rural Transit and Intercity Bus Branch