

Group Memory
Transportation Coop Committee

May 31, 2018

January 18, 2018 (all day); March 15, 2018; May 31, 2018; July 26, 2018; November 1, 2018	All meetings to be held at Terminal A – 2 nd Floor, Media Room, Sacramento Airport (unless otherwise noted)
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Next meeting: July 26

Agenda Committee

Ray Zhang

Adriann Cardoso

Panos Kokkas

Robert Newman

Scott McHenry

Desired outcome for this meeting:

Federal Lands Access Program update (10 minutes) Rick T / April N

Desired outcome for future meeting(s)

- MIRE update – do we need a workshop? (Ray, added 1-18-2018)
- Request CSAC and League here to discuss SB1 challenge, informing the public
- ER reimbursement priorities update (working group for this would be good. Maybe a standing item.)
- Invite Shawn Oliver - CEQA Federally eligible items - -resentation and disdcussion.
- Revisit eligibility for reimbursement when a separate CEQA document is done. Meeting desired outcome (May 31)
- Do-ables List
- Bridge inspection team representative: discussion and interaction

Bin List & Great Ideas

Report - Ohio experiment on Safe Harbor Indirect Cost Rate (after June 2014) (Ray Z, 12/5/2013)

Some sort of a press release to our different channels on what we are working on, etc. (Colleen, 1/29/2015)

How can we help you with the lean 6 sigma efforts? We want this to be successful. (Tom; 1-26-2017)

Charter / PURPOSE - California Transportation Coop Committee serves to:

- Address transportation funding, procedural and legislative issues related to project delivery from a local perspective. (modified January 2015).
- Enhance the working relationship between cities & counties, COGs and RTPAs, Caltrans, CTC and FHWA. This extends to improving communication with all stakeholders. Collaboration is a key method. (modified January 2015)
- Spread information and improve access to all stakeholders through the use of technology.(modified January 2015)

- Partner with Caltrans and FHWA to improve efficiency and enhance the ability to meet all stakeholder needs. (modified January 2015)

Ground Rules:

Start on time. End on time or early.

Identify if you have to leave early and have an agenda item.

Consensus decisions. You must be able to live with it.

Keep side conversations silent.

Send alternate if you are not able to attend.

Upshot

These are the assignments made at the meeting. As new ones are added they will be appended to the list. As assignments are completed they will be lined out with a ~~strike through~~, but left on the list for one meeting. This will provide a running record of assignments made at these meetings.

From January 26, 2017 meeting

133	Scott	FHWA will share information on sanctuary cities via e mail as it becomes available. (See agenda item # 5)	On going
134	Winton	Work on developing more sample forms to assist local agencies in getting through the federal aid process. 11/2/2017 1/26/2017 3/9/2017 5/25/2017 7/27/2017	11/2/2017 4/18/2018 7/1/2018
135	All for Rick	Review the "do-ables list" and send comments or elaborations to Rick. (mark to send out) 2/10/2017 4/25/2017 7/27/2017	9/28/2017 4/18/2018 5/1/2018

From July 27, 2017 meeting

140	Scott	Send out new Best Practices document for ER work to Kristy Oneto for distribution. (See agenda item # 6)	7/31/2017 4/18/2018 4/26/2018 5/31/2018
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From November 2, 2017 meeting

147	Shawn	FHWA will revisit eligibility for reimbursement when a separate CEQA document is done. (See agenda item # 9)	4/18/2018 3/15/2018 5/31/2018 7/26

From January 18, 2018

151	All for Lamin and Scott	If you have any examples of additional work that can be done in an ER Program project, send them to Scott or Lamin. (See agenda item # 6)	5/31/2018 7/26
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From March 15, 2018

152	Robert P	Bridge Committee has approved the prioritization methodology. Distribute the methodology and the list	5/1/2018
153	Mark	Group 1 lead – convene the troops, define the work –	

From May 31, 2018

154	Miguel R	Look into the At-risk PE -	July 26
155	Miguel R	Send out CAP list	July 26
156	John H	Follow up on inactive obligations – post FHWA report	July 26
157	Robert	Talk to Ross about sending information to regional agencies before it is put into the CTC system. Need better coordination and sharing of seismic retrofit data	July 26

Critique from This meeting:.

What went well	What Needs Improvement
<p>Federal Lands presentation</p> <p>Attendance at the beginning of the meeting</p> <p>Discussion at the end of this meeting about what we want on the agenda for the next meeting</p>	<p>Difficult to hear some of the presenters – air conditioner is noisy.</p>

Critique from January meeting:

What went well	What Needs Improvement
<p>Sandwiches, plenty of mayo</p> <p>Good topics for next year's work</p> <p>List of accomplishments for this year.</p> <p>Coco here.</p>	

1	9:00	Introductions	All	
2	9:10	Ground Rules; Action Items; Review Agenda	Mike Halverson	Understand meeting process and status of action items
3	9:25	Caltrans Update and HSIP / HBP Committee Update	Ray Zhang	Information Sharing

3. Caltrans Update and HSIP / HBP Committee Update
3. 1. Delivery has been strong – 65-70% of the OA has now delivered.
 3. 2. Local Assistance External Page has a link on the page to the Project Delivery Workshop, including all training materials. CT will develop another outreach for SB-1.
 3. 3. Cycle 4 of the Active Transportation Program opened – we will consolidate the five tracks into one form. End of Cycle 4 submittals is July 31, 2018.
 3. 4. CT will have a Next Step webinar for handling SB-1 project. Target audience will be the agencies with SB-1 projects.
 3. 5. Bridge Program OA off-system is nearly gone – for on-system there is about \$70 MM. HBP is static in funding at \$300 MM
 3. 6. Bridge Seismic retrofit – overall very successful. There are still some structures needing work. CTC will be working with agencies to ensure delivery for these projects. Failure to come through will affect your HBP funds.
 3. 7. Memo will go out to show which HBP project proposed for programming in a couple of weeks – October will be when we do the financially constrained list for programming of new projects – HBP Projects below the cutoff will be returned to agencies.
 3. 8. Training has been set up for Chapter 6 updates for 8 of the 12 districts – this will be Q&A, informal. Register with your DLAE.
 3. 9. HBP Committee will be working on what to do with existing HBP projects that have been programmed. These projects will be provided guidelines for next steps –
 3. 10. Up to 25% will be held in the program for set-asides.
 3. 11.

4	9:50	RTPA Update	Adriann Cardoso Patricia Chen	Information Sharing
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4. RTPA Update

CALIFORNIA'S REGIONAL TRANSPORTATION PLANNING AGENCIES MEETING SUMMARY for TCC

There have been two RTPA meetings since the last TCC meeting. One at OCTA in Orange County on March 21st and one at Caltrans D-11 in San Diego on May 16.

Starting with the March RTPA meeting,

SB1 Programs:

The RTPA meeting attendees spent some time discussing SB1 programs,

- how many applications and amount of funding requested from SCCP, LPP-competitive and TCEP
- Accountability guidelines and a draft baseline agreement

- Local Streets and Roads funding program guidelines were out and they shared that there would be a new online tool available with a reminder that project submittals were due May 1.

• The group also discussed ways to better inform the public about SB1 funding programs and their connection to the gas tax. CalCOG attended the meeting and noted that they had some tools available through their web site.

Impact of BOE's failure to increase price based excise tax on the STIP

The STIP fund estimate assumed that the price based excise tax would be set at 14 cents. The DOF recommended and the State Budget proposal for 18/19 was 15.4. The BOE's failure to act held the price based excise tax at 11.7 cents. CTC and Caltrans believe that the STIP may require an allocation plan in the first two years but that the revenues will settle down over time due to the SB 1 implementation of a fixed rate pr 17 cents in 2019 which will then be indexed.

ATP Cycle 4 Guidelines

ATP Cycle 4 Guidelines were introduced which now include segregation by project size, different points for match leveraging based on the project size, and clear allowance for nomination of projects by Caltrans. Concerns were raised at the meeting that Caltrans was not coordinating project submittals or proposals with local and regional agencies.

ATP Project Reporting/Delivery Issues:

CTC and Caltrans provided a report on ATP reporting. Several agencies expressed concern that the report did not accurately reflect project submittals from local agencies.

Transportation Asset Management Plan

Caltrans presented the Transportation Asset Management Plan and requested CTC take action on setting targets for nine supplementary assets, things like lighting and overhead signs. Caltrans also shared that it would be sending out requests to MPO's and RTPA's to get information about the condition of regional assets like bridges, pavement, drainage systems and transportation management systems.

At the more recent meeting in May in San Diego, the group discussed:

Draft Federal Project Funding Guidelines

These guidelines proposed that all STIP projects valued at \$10 million or higher should assume they would receive federal funds (previously \$1 million). For SHOPP projects, the threshold is now \$2 million (previously \$1 million). A \$1 million threshold was also proposed for ATP funded projects. RTPA's requested that Caltrans take another look at the new ATP requirement to see if a higher threshold, like \$1.5 million, might be warranted. The group asked about the possibility of exchanging federal funds for state funds as a way of helping to manage the need to ensure that we completely use federal funds. Caltrans indicated that SB 1 funds are limited in how they may be used and other fund sources like the price based excise tax used to replace the diversion of truck weight fees is needed for maintenance purposes.

SB1 Update

For SB 1 Local Streets and Roads funding, CTC staff reported they had received project lists for 18/19 funds from 493 out of 539 cities, leaving 46 agencies still needing to submit. For agency sponsors who were awarded LPP, SCCP and TCEP funds, local assistance indicated that they would be sending out notification letters with next steps following the CTC approval.

ATP Update – May be covered under CTC item on TCC agenda

ATP Cycle 4 Fund estimate and guidelines were approved by the CTC at their May meeting. Applications are due July 31.

Local Assistance

OA is being used at a faster rate than last year. Local Assistance indicated the cut off for submittals of E76 may be earlier this year. Perhaps early July.

CEQA Guidance Presentation from Caltrans

New CEQA guidance looks at construction and operational GHG emissions for proposed projects, looking at capacity increasing and non-capacity increasing projects will require a different type of analysis.

On a Separate note, the RTPA group in cooperation with Caltrans Local Assistance held a workshop on Thursday, May 17 in San Diego on project and program delivery when using SB 1 and/or federal funds. Adriann watched it online and indicated it was a great workshop. Patricia, Mark, Winton and John along with others were key organizers and presenters. Adriann thanked them for creating a great tool. This workshop will be mandatory training for all of my new staff moving forward. It has been recorded and is available on the Caltrans Local Assistance Web Site. Please take a look at it when you have a chance. It works well with what this group does.

Finally, Adriann Cardoso shared that today would be her last meeting as the RTPA – South representative. Patricia Chen will take over as the representative moving forward. Adriann extended appreciation for working with the group over the last 4-5 years.

5	10:10	CTC Update	Robert Nelson	Information Sharing
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5. CTC Update

5. 1. Commission adopted accountability guidelines. There will be a workshop next Tuesday covering timelines and
5. 2. CTC working to find flexibility for the SHA, and is working with Caltrans.
5. 3. CTC has received 536 Local Streets and Roads projects applications – we are working to determine eligibility of these projects. Agencies who have not submitted projects have until August 1 to submit. Apportionment is \$1.1 Billion.
5. 4. Local Partnership program guidelines and redistribution of shares will be presented in June – we hope to get approval in the August meeting.
5. 5. There will be a list posted of agencies who have not submitted applications – there will be an outreach to them by the CTC.

6	10:30	FHWA Update	Scott McHenry	Information Sharing
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6. FHWA update

6. 1. We will have a new organization chart tomorrow – Miguel Ramos will be the Local Programs Manager.
6. 2. ER projects – We are working with Caltrans on these projects from last winter.

7	10:50	CEQA Federally Eligible Items	Shawn Oliver	Presentation & Discussion
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7. CEQA Federally Eligible Items

7. 1. A list of federally eligible items is being produced –
7. 2. A letter providing guidance on the main topics will be sent out – An update will be provided to this group at the next meeting.

8	11:20	ER Reimbursement Priorities	Bob Baca	Information Sharing
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8. ER Reimbursement Priorities

8. 1. Caltrans administers the program, but funding comes from FHWA.
8. 2. California gets a portion of the federal funds which are spread among all states. Not all funds can be interchanged between disasters without special permission from Washington, DC. There are many competing interests for the allocation.
8. 3. First tier Reimbursement Priority
 8. 3. 1. All AC funded projects, for the specified Disaster
 8. 3. 2. Processed in order of AC RFA date (first-come, first-served)
 8. 3. 3. Fund shift RFA Processed in HQ; requires no action by District or Local Agency
8. 4. First tier Reimbursement Second tier
 8. 4. 1. All Non-AC funding requests (e.g. RFAs)
 8. 4. 2. Processed in order of AC RFA date (first-come, first-served)
 8. 4. 3. Requires submitted and approved RFA
8. 5. Possible sources for federal ER disaster funding include:
 8. 5. 1. Annual Apportionment of \$100M / YR (nationwide)
 8. 5. 2. Appropriation by Act of Congress
 8. 5. 3. Cost savings from another ER project, same disaster
 8. 5. 4. Annual Reapportionment of ER funds by FHWA (nationwide)
 8. 5. 5. FEMA Disaster Assistance Program
 8. 5. 6. CalOES
8. 6. ER Coordinators

John Pagano, ER Manager

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(916) 653-4790 (office)

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Bill Huang, ER Coordinator

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(916) 653-4348 (office)

9	11:35	Federal Lands Access Program	Rick Tippet / April Nitsos	Information Sharing
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9. Federal Lands Access Program

9. 1. See powerpoint presentation
9. 2. Funds can be used on public highways, roads, bridges , trails or transit systems located on, adjacent to or providing access to federal lands.
9. 3. Maintenance responsibility is not the responsibility of the Federal Government.
9. 4. Projects can include rehab, restoration, safety improvements; Enhancement of roads and trails, signs, etc., Transit facilities and vehicles.
9. 5. Coordinate early with other agencies.
9. 6. Look toward projects that address federal access; show how the project is regionally significant, and have it identified within agency programs –

10	11:50	Doable List	Rick Tippet	Discussion
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10. Doable List

10. 1. This item deferred to next meeting

11	12:10	Determining CEQA Significance for GHG Emissions for Projects on the SHS	Brenda Powell-Jones	Information Sharing
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11. Determining CEQA Significance for GHG Emissions for Projects on the SHS (see PowerPoint presentation)

11. 1. Interim guidance will apply to all projects for which Caltrans is CEQA lead.
11. 2. This includes Caltrans and locally-sponsored projects.
11. 3. Executive Order-30-15
 11. 3. 1. GHG emissions target **40% below 1990** level by 2030
 11. 3. 2. State Agencies **shall take** climate change into account in their planning and investment decisions
 11. 3. 3. GHG emissions target **40% below 1990** level by 2030
 11. 3. 4. State Agencies **shall take** climate change into account in their planning and investment decisions
11. 4. CEQA Checklist GHG Questions
 11. 4. 1. **GREENHOUSE GAS EMISSIONS. Would the project** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
 11. 4. 2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
 11. 4. 3. Does the project have impacts that are individually limited, but cumulatively considerable
11. 5. If the proposed project is expected to result in an increase of operational emissions when compared to existing conditions, then it may be considered a cumulatively considerable contribution to global climate change unless substantial evidence is presented that the project will implement or fund its fair share of the mitigation for the GHG cumulative impact
11. 6. Consistent with section **15126.4(a)**, lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effect of greenhouse gas emissions may include, among others;
 11. 6. 1. **Measures in an existing plan** or mitigation program for the reduction of emissions that are required as part of the lead agency's decision
 11. 6. 2. Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in **Appendix F**
 11. 6. 3. **Off-site measures** , including offsets that are not otherwise required, to mitigate a projects emissions
 11. 6. 4. Measures that **sequester greenhouse gases**
 11. 6. 5. In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions
11. 7. Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:

11. 7. 1. Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
11. 7. 2. Use alternative (non-petroleum based) fuels;
11. 7. 3. Deployment of zero- and/or near zero emission technologies as defined by CARB;
11. 7. 4. Use lighting systems that are energy efficient, such as LED technology;
11. 7. 5. Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
11. 7. 6. Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
11. 7. 7. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling and reuse;
11. 7. 8. Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
11. 7. 9. Incorporate design measures like Water Sense fixtures and water capture to reduce water consumption;
11. 7. 10. Use lighter-colored pavement where feasible;
11. 7. 11. Recycle construction debris to maximum extent feasible;
11. 7. 12. Protect and plant shade trees in or near construction projects where feasible; and
11. 7. 13. Solicit bids that include concepts listed above.
11. 8. Operational Impacts mitigation
 11. 8. 1. Measures listed in the applicable RTP/SCS EIR
 11. 8. 2. Measures to improve energy efficiency
 11. 8. 3. Measures to improve water efficiency
 11. 8. 4. Incorporation of Complete Streets components
 11. 8. 5. Installation of solar
 11. 8. 6. Installation of Zero Emission Vehicle (Zev) infrastructure (i.e. electric vehicle charging stations)
 11. 8. 7. Planting/vegetation
 11. 8. 8. Measures to reduce or support reduction of **VMT**
11. 9. Initial implementation of guidelines will be in August this year, with full implementation expected next year.
11. 10. Point of contact:

Brenda Powell-Jones, Sr. Environmental Planner
 Climate Change Policy Advisor
 Division of Environmental Analysis, Office of Environmental Management
 (916) 653-0255
 Bpowellj@dot.ca.gov

12	12:30	Adjourn		
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Next Meeting Date:	July 26, 2018 & November 1, 2018	All meetings to be held at Terminal A – 2nd Floor, Media Room, Sacramento Airport (unless otherwise noted)
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