

AGENDA

Introductions – Steve Novotny

ATP – Prudent Programming – Shelly Quan

FTIP Update – Michael Richmai

Implementation Update – Ferdinand Batatan

Training Opportunities – Robert Wong

ATP Allocation/Extension Request – Mazen Dabboussi

Highway Bridge Program Update – Linda Newton, Andy Chou

Closing – Patricia Chen

Caltrans District 7

LA Metro

LA Metro

Caltrans HQ

Caltrans District 7

Caltrans District 7

Caltrans HQ

LA Metro

Active Transportation Program Prudent Programming & Scheduling

APRIL 20, 2022



Programming vs. Scheduling



Programming

A project's request for funding by phase of work, amount, and fiscal year

Also refers to a project's *approved* funding by phase, amount, and fiscal year



Scheduling

A project's actual or expected start/end dates for different milestones

Why is this
important to
get right?

- Meet Project Study Report Equivalent requirements
- Avoid scope changes
- Keep your ATP money
- Deliver the project

DO THIS

- Fill in schedule for every project phase
- Build time into schedule for federal processes
- Give each phase of work a conservative amount of time to complete
- Consult the CTC meeting preparation schedule
- Include all project-related costs
- Match the Project Estimate to the Project Funding table
- Review the ATP PSR Equivalent Virtual Workshop and ask for help

DON'T DO THIS

- Omit the schedule for any project phase
- Assume you will receive state-only funding
- Overlap schedules for different phases of work
- Assume you can submit an allocation request anytime during the year
- Leave money on the table
- Update the Project Estimate but not the Project Funding Table
- Go it alone

Everything you need for ATP Cycle 6

On the Caltrans ATP Cycle 6 webpage:

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>



Travel



Work with Caltrans



Programs



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| [Active Transportation Program \(ATP\)](#) | [ATP Cycle 6](#)

Active Transportation Program (ATP) - Cycle 6

ATP Cycle 6 Call-for-Projects

ATP Cycle 6 is expected to include about \$650M made up of Federal, State SB1, and State Highway Account (SHA) funding. The funding/programming years include the 23/24, 24/25, 25/26, and 26/27 fiscal years.

The following schedule lists the anticipated major milestones for the development and adoption of the 2023 ATP Cycle 6:

Program Milestones	Proposed Schedule
Call for projects	March 16-17, 2022
If your project impacts the SHS, deadline to submit the SHS Impact Assessment Form to Caltrans	May 16, 2022
Project Applications Deadline	June 15, 2022
Staff recommendation for Statewide Small Urban & Rural components, and Quick-Build Pilot Program posted	October 21, 2022
Commission adopts Statewide, Small Urban & Rural components, and Quick-Build Pilot Program	December 7-8, 2022
Recommendations for MPO Component posted	May 12, 2023
Commission adopts MPO selected projects	June 2023

For additional information about Cycle 6, view the [CTC ATP website](#).

For helpful Application tips, view the following PSR Equivalent Training
[ATP CY 6 PSR-Equivalent Workshop Presentation](#)
[ATP CY 6 PSR-Equivalent Workshop Recording](#)
View this [ATP Training List](#) which includes all existing ATRC trainings and workshops to assist with the ATP application.

ATP Cycle 6 Project Study
Report Equivalent
Workshop materials



General ATP Application Tips



Read completely *before*
starting the application:

ATP Cycle 6 Guidelines

ATP Cycle 6 Application Instructions



Coordinate letters of support early



Recognize that application evaluators are from different
areas of the state



Describe what you show and show what you describe



Don't forget about the separate application for Quick Build
projects

Contact

Shelly Quan

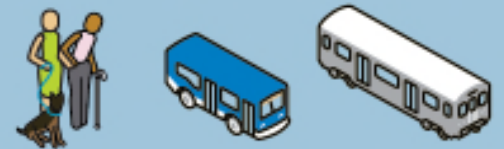
Principal Transportation Planner

Quans@Metro.net

213-547-4303

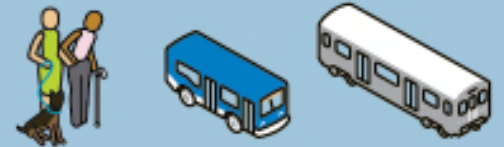
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

April 20, 2022



Transportation Improvement Program

- Federally required programming six-year document
- Adopted biennially
- List near term transportation projects & programs



Transportation Improvement Program

2021 FTIP - Current					
FFY 20/21	FFY 21/22	FFY 22/23	FFY 23/24	FFY 24/25	FFY 25/26
		FFY 22/23	FFY 23/24	FFY 24/25	FFY 25/26
				FFY 26/27	FFY 27/28
2023 FTIP – December 2022					

- Financially Constraint
- Information Only



Why Include Projects in the FTIP?

- Receive environmental approval and permits
- Obtain FTA and FHWA grant approval (discretionary formula)
 - Obligate funds
 - Pre-award authority
- Implement studies and projects
- Achieve on-time project delivery
- Get reimbursed for eligible expenses



2021 FTIP Amendment Criteria

	ADMINISTRATIVE	FORMAL
CRITERIA	Existing projects	New projects
	Minor changes	Major changes
	Cost Increase <50%	Cost Increase >50% or in specific phase
	Cost Increase <\$20 million	Cost Increase >=\$20 million
	Funding Source/Year changes	Scope changes
	Lead agency change	Project cancellation
	Cost decrease without deleting phase	Adding/Deleting phase
		Change project completion Date
Approving Agencies	Metro, SCAG (approx. 30 days)	Metro, SCAG, Caltrans, FTA/FHWA (approx. 90 days)



2021 FTIP Amendment Criteria

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2021 FTIP Amendment Schedule

Amendment #	Amendment Type	Due to METRO	Estimated Approval
21-23	Administrative Modification	April 19, 2022	May 2022
21-24	Administrative Modification	May 17, 2022	June 2022
21-25	Formal Amendment	May 17, 2022	September 2022



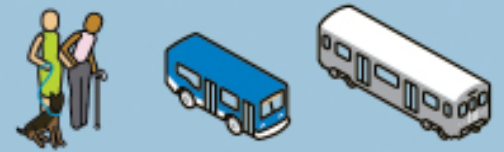
FTIP Amendment schedule can also be found in ProgramMetro, under “News and Reference Materials”



2023 FTIP Adoption & FFY22 Obligation Plan Update

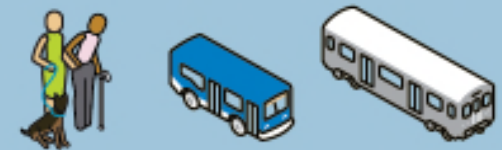
- Submitted 2023 FTIP Adoption to SCAG for review
- Approval expected in December 2022

-
- Submitted FFY 2021/22 Obligation Plan to Caltrans March 15, 2022
 - Local agencies to work with Caltrans to obligate funds
 - Recommend submit RFA package by June 30, 2022



Metro Contacts

NAME	TITLE	PHONE	EMAIL
Ashad Hamideh	Interim Deputy Executive Officer	(213) 922-5539	HamidehA@metro.net
Nancy Marroquin	Senior Manager	(213) 418-3086	MarroquinN@metro.net
Michael Richmai	Senior Manager	(213) 922-2558	RichmaiM@metro.net
Wellvin Carpio	Transp. Associate I	(213) 418-3103	CarpioW@metro.net



DIVISION OF LOCAL ASSISTANCE
Office of Implementation

HQ Implementation Updates

April 20, 2022

Ferdinand A. Batatan, P.E.
HQ Area Engineer



Division of Local Assistance
California Department of Transportation



Topics

- Project End Date (PED)
- Repeat Inactives
- PE>10
- COIN
- LAPM / LAPG



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California Department of Transportation**



Project End Date

- Check the Local Assistance website (i.e. PED Data tool) to track PEDs
- Updated PED Q&A (*still on the works...more to follow*)
 - Per the Revised 2 CFR 200.344: Closeout Requirements→ *brand new concept*
 - November 12, 2020 – Legacy vs Non-Legacy
 - Legacy Projects - project that has no project agreement (*aka E-76*) prior to Nov 12, 2020
 - ✓ Final voucher should occur within 90 days after the PED date, unless an extension is granted by FHWA
 - Non- Legacy Projects – project that has project agreement (*aka E-76*) on or after Nov 12, 2020
 - ✓ Final voucher should occur within 120 days of the PED date



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Repeat Inactives (3rd Quarter FY 2022)

- Per 23 CFR 630.106: Repeat Inactive projects that have not been reimbursed for 24 months or greater and have \$50,000 or greater unexpended balance are subject to stricter requirements. If the agency does not invoice, a justification with current cost estimate needs to be submitted for consideration.
- April 7, 2022 – Letter sent to the District Directors and their Deputies
- **May 6, 2022** – For those projects unable to send an invoice, a justification with a current cost estimate must be submitted to your DLAE
- **May 20, 2022** - For projects not meeting the requirement, Caltrans HQ and FHWA will de-obligate all the unexpended funds and the project will be subject to closure.



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Repeat Inactives (cont.)

- Adverse actions include:
 - If the justification is approved and the current cost estimate is provided, the project sponsor will not be impacted but will be required to provide an updated justification and current cost estimate for each subsequent quarter until project is no longer inactive.
 - *If the justification is not submitted or approved, all unexpended funds will be de-obligated, and the project will be subject to closure.*
 - If a current cost estimate is not provided, all unexpended funds will be de-obligated, and the project will be subject to closure.
 - If a current cost estimate is provided and supports the need for less than the current amount of unexpended federal funds on the project, then a portion of the funds will be de-obligated to reflect the current cost estimate.
 - If a current cost estimate is provided and supports the need for the current amount of unexpended federal funds on the project, then no funds will be de-obligated.



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Repeat Inactives (cont.)

- *If during a 12-month period the project sponsor submits multiple unapproved justifications or has multiple instances of not submitting a justification, they will not receive authorization or obligation of Federal funding for new projects until...[example: project sponsor complies with the required 6-month billing cycles per the Caltrans/LPA Master Agreement].*

Caltrans will communicate adverse actions, acceptance, or denial of project justifications by **June 7, 2022**. We require local agencies to invoice regularly for reimbursable costs to avoid inactivity or adverse action in the future.

Last quarter inactive rate = **0.83%** : Lowest rate that we have accomplished!



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PE>10

- Temporarily on-hold until the updated guidance is released
- Project decisions will not be impacted and can be made irrespective of the PE>10 status

Caltrans Oversight Information Notice (COIN)

- “What Happens When Work is Performed Prior to Federal Authorization”

LAPM/LAPG Update

- DLA LPP 22-01 comment period is still open
 - February 1st – July 29th
 - This is an opportunity to make suggestions for edits or updates to the LAPM, LAPG, and associated exhibits.
 - Similar to last year, comments can be entered in the Publications database at <https://dla.dot.ca.gov/fmi/webd> on the “LPP” page.



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Office of Implementation

QUESTIONS?



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California Department of Transportation**





Transportation Funding and Training Opportunity

- Caltrans – District 7
- Office of Local Assistance
- <https://dot.ca.gov/programs/local-assistance>

- Robert Wong PE,PMP
- Area Chief
- Robert.Y.Wong@dot.ca.gov

Transportation Funding Opportunity



Highway Safety Improvement Program (HSIP)



Cycle 11 Call for Projects 5-9-2022



Application due 9-12-2022

Active Transportation Program (ATP)

Cycle 6 call for projects 3-16-2022

Application Due 6-15-2022

Sustainable Transportation Planning grants

April 2022 Grant Application Guide

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October 2022 Grant application deadline

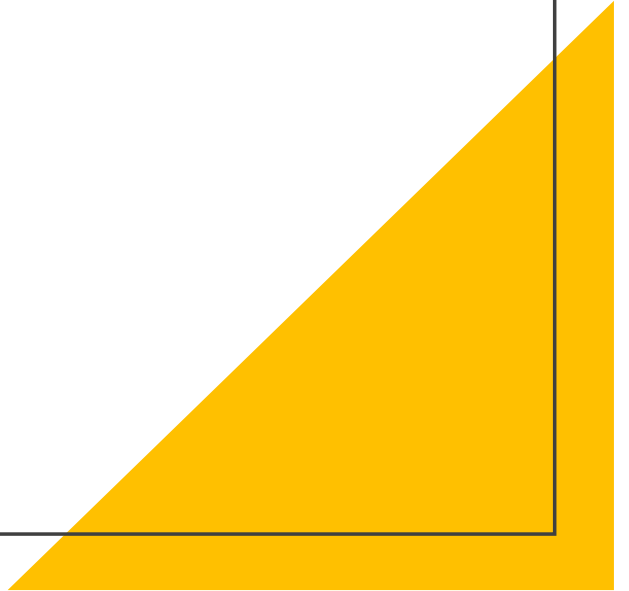
<https://dot.ca.gov/programs/transportation-planning>


Senate Bill 1

(CTC)

<https://catc.ca.gov/programs>

Training Opportunity





Local Technical Assistance Program

<https://dot.ca.gov/programs/local-assistance/training>

Getting Your Federal Aid Started

June 14-15, 2022

8:30am – 12:30pm

Environmental Requirement

May 10-10

8:30am – 12:30pm



Procedure for Right-of Way Acquisition

July 26-17, 2022

October 4-5, 2022

8:30am – 12:30pm

Project Development: Design
to Construction

May 17-18, 2022

8:30am – 12:30pm

+
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○

Federal Rules for Contract Administration & Project Completion

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April 27-28, 2022

8:30am – 12:30pm

Emergency Relief Program

April 26, 2022

District 7, 11, 12

8:30am – 3:00pm

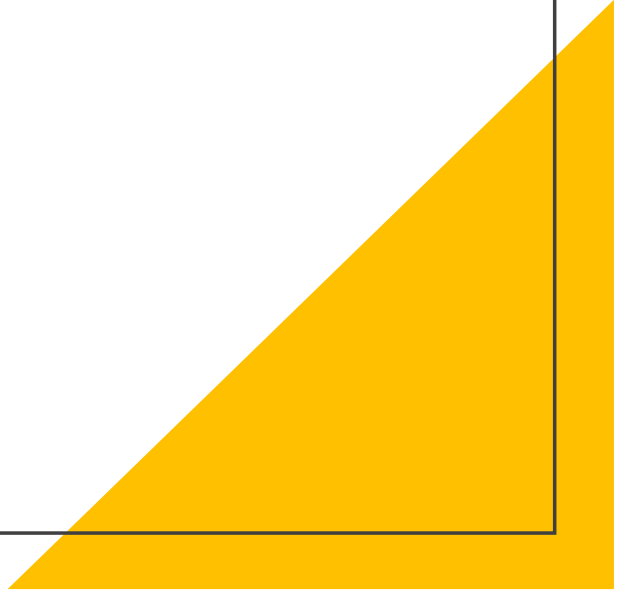
Resident Engineers Academy

April 25-April 28, 2022

M-TH

8:30am to 4:30pm

Training Recordings



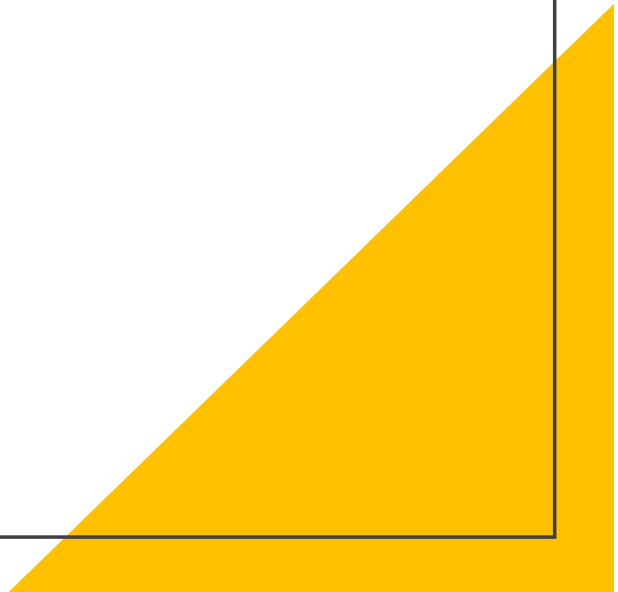
Recording Link and Resources

- At-Risk PE
- FAS: Getting Your Federal Aid Started Part 1, 2 & 3
- Mini Roundabout Webinar
- Real Property CFR Compliance / ROW
- Title VI Webinar Part 1, 2 & 3
- LPA Guide to Implement Section 504/Title II ADA Program
- Local Assistance Training Day

HSIP Training Webinar and Resource

- HSIP Webinars
- Proven Safety Countermeasures
- Countermeasures
- Equipment Loan Program
- Local Road Safety Plans
- HSIP information and resource
- Road Safety Audits
- Safety Data Warehouse/Mire Data
- FoRRRwd Incremental & Systemic Approach

Caltrans Training Partners



Sacramento State-College of Continuing Education (CCE)

UC Berkeley, Tech Transfer

CSU Long Beach-Center for International Trade and
Transportation (CITT)

ALLOCATION AND TIME EXTENSION REQUESTS

Click to add text

[HTTPS://DOT.CA.GOV/PROGRAMS/LOCAL-ASSISTANCE/FORMS/LOCAL-ASSISTANCE-PROGRAM-GUIDELINES-FORMS](https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms)

THE FORM IS LAPG 25-A. YOU MAY CLICK THE LINK ABOVE AND CLICK THE FIRST LINK UNDER CHAPTER 25. THE FORM WILL DOWNLOAD. IF THE FORM IS DIFFICULT TO OPEN, PLEASE CONTACT YOUR CALTRANS AREA ENGINEER FOR ASSISTANCE.



Highway Bridge Program



LA Metro – Caltrans Workshop

April 20, 2022

Andy Chou & Linda Newton

- Brief Introduction to Highway Bridge Program (HBP) and HBP Guidelines
- HBP eligibility
- HBP Reforms
- Infrastructure Investment and Jobs Act (IIJA)
- Questions



Holly Street Bridge 53C1041



Introduction/ Background Info

To be eligible for HBP funds, a bridge must be:

- Owned and maintained by CA local agency
- Open to public travel
- In the National Bridge Inventory (NBI)
- In “Poor Condition” per FHWA’s definition
 - Relates to National Bridge Inspection Standards (NBIS)
 - An official Bridge Inspection Report is required

To get into the HBP, required submittals:

- LAPG 6-A and attachments, or
- BPMP Plan List and signed letter

Local Assistance Program (LAPG)		Chapter 6 Highway Bridge Program
Chapter 6 Highway Bridge Program		
Contents		
6.1	Introduction	1
	Terms and Definitions	1
	Acronyms and Descriptions	5
	HBP Website	5
	Eligibility Requirements for HBP Funds	6
	Applying for HBP Funds	6
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	Caltrans, District Local Assistance Engineer	7
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	Caltrans, Office of Federal Programs	8
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	Bridge Rehabilitation and Replacement	10
	Bridge Painting	11
	Scour Countermeasure	11
	Bridge Preventive Maintenance Program	12
6.4	Eligible Costs	12
	Construction Cost Limits	12



LAPG Chapter 6 - HBP Guidelines

- Project scopes are determined from the Bridge Inspection Report

- Local Bridge Inspections
- Preventive Maintenance
- Scour Countermeasures
- Replacement
- Seismic Retrofit
- Rehabilitation
- Painting



City of Pasadena rehabilitation of historic Van de Kamp bridge
Before/After Photos



Eligible Project Scopes

New applications are prioritized against all applications received, then prioritized based upon the following:

- Priority 1 – Seismic retrofit and scour countermeasures projects or rehab and/or replacement of scour critical bridges (NBI Item 113<2)
- Priority 2 – Major structural deficiencies causing the bridge to be posted or closed
- Priority 3 – Bridge Preventative Maintenance Plan Projects
- Priority 4 – Scour countermeasures or rehabilitation of scour critical bridges (NBI Item 113=3)
- Priority 5 – Projects that are eligible for replacements. SD with a SR of less than 50
- Priority 6 – Projects that eligible for rehabilitation. SD with a SR of 80 or less
- Priority 7 – Project that are FO with application dated prior to 10/2016
- Priority 8 – Low water crossing project with application dated prior to 10/2016

The HBP Advisory Committee determines the funding cutoff for programming new prioritized projects into the HBP.



HBP Project Prioritization Policy

2015 - Established the Bridge Investment Credit (BIC)

2016 - Functionally Obsolete bridges no longer eligible

2016 - Low Water Crossing replacements no longer eligible

2018 - HBP managed over 15 years versus 20 years

2018 - Prioritized new projects

2018 - HBP Advisory Committee recommends funding level for new project programming

2019 - Meter new projects into last 2 years of new FSTIP

2019 - New project must start when programmed or be removed from HBP

2019 - Current year funds must be requested by February 1 to avoid delivery failure

2019 - Programmed funds must be obligated in year programmed to avoid delivery failure

2019 - Delivery failures are moved to the last year of the current FSTIP



HBP Reforms

2021 – Redefine high cost bridge projects to be project with RW total cost in excess of \$20 million and CON total cost in excess of \$35 million.

2021 – Addition of Mid-Level bridge projects, CON between \$15 million and \$35 million

2021 – Revise the federal/local reimbursement ratio for all HBP projects (80% for on system, 88.53% for off system)

2021 – All HBP projects start as rehabilitation or BPMP. Replacements must be approved by HBP managers.

2021 – CTC approved escalation factor must be used when submitting cost for HBP projects.

2021 – HBP project are only funded at the most cost effective solution.

2021 – New High cost projects over \$50 million require a scoping document to get into the program.

2021 – Annual status report – no new costs can be added during the status, but require an approved LAPG 6-D.

2021 – In person on-site Field Review and Type Selection Report are mandatory

2022 – Limits of Reimbursement on High Cost Projects



HBP Reforms Continued

Infrastructure Investment and Jobs Act (IIJA)

NHPP – Core Apportionment – HTF (\$221 M)

STBGP – Core Apportionment – HTF (\$100 M)

BFP – New Apportionment – General Fund
(\$574 M to be split between State and Local)

Notes:

1. All values shown are draft and subject to change.
2. All values shown are annual apportionments.



CA Incline Bridge 53C0543



Bipartisan Infrastructure Act

Infrastructure Investment and Jobs Act (IIJA)

NHPP – Core Apportionment – HTF
STBGP – Core Apportionment – HTF
BFP – New Apportionment – General Fund

HBP Priorities:

1. Pay for existing construction projects – includes high cost bridge projects
2. Projects Ready to Advertise for construction
3. Projects Nearly Ready to Advertise as they achieve milestones
4. Projects that could potentially advance
5. Projects on Prioritization List



Santa Monica Pier Bridge 53C1900



Bipartisan Infrastructure Act continued

Infrastructure Investment and Jobs Act (IIJA)

Deliver! Deliver! Deliver!

Local Agencies should gear up for delivering their existing projects as soon as possible as there will be opportunities to advance programming as increased funding comes into the HBP.

Bridge Investment Program (Grant)

There are \$9.2 billion in grant opportunities that local agencies should keep an eye out for. A Notice of Funding Opportunity (NOFO) has not been released. Latest information could be this fall?



Bipartisan Infrastructure Act continued



Caltrans[®]

Questions?



Thank you!