



# Metro Caltrans Project Delivery Workshop

*May 9, 2024*



**Metro**<sup>®</sup>

# Agenda

- |  |   |
|--|---|
| 1. Welcome   | Kim Sanchez, LA Metro                       |
| 3. Housekeeping  | Ginny Brideau, LA Metro                     |
| 2. Introduction  | Robert Wong, Caltrans                       |
| 4. Federal Transportation Improvement Program (FTIP)   | Nancy Marroquin & Michael Richmai, LA Metro |
| 5. Training and Funding Opportunities  | Robert Wong, Caltrans                       |
| 6. HQ Implementation Updates   | Ferdinand Batatan, Caltrans                 |
| 7. Timely Use of Funds   | Ashraf Habbak & Leslie Avila                |
| 8. Project Scheduling  | Elijah Hall                                 |
| 8. Sustainable Transportation Grant Program (STPG)   | Dan Kopulsky, Caltrans                      |
| 9. Local Highway Bridge Program (HBP)  | Andy Chou & Roberta Jensen, Caltrans        |
| 10. New California Manual on Uniform Traffic Control Devices (MUTCD) & Public Right-of-Way Accessibility Guidelines (PROWAG) | Gordon Wang, Caltrans                       |
| 11. Wrap-up  | Patricia Chen                               |



**Metro**

# Housekeeping

**Today's meeting is being recorded.**



Attendee cameras are off and microphones are muted.



During the meeting, you will have the opportunity to speak on an item at the end of the presentation by raising your hand. Comments can also be submitted using the Q&A function.

---

# FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

May 9, 2024

Nancy Marroquin & Michael Richmai



# Transportation Improvement Program

---

- Federally required programming six-year document
- Adopted every two years
- List near term transportation projects & programs



# Transportation Improvement Program

2023 FTIP – Current (Approved 12/16/22)					
FFY 22/23	FFY 23/24	FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28
		FFY 24/25	FFY 25/26	FFY 26/27	FFY 27/28
				FFY 28/29	FFY 29/30
2025 FTIP – Est. December 2024					

Active Years
  Information Only



# Why Include Projects in the FTIP?

---

- Receive environmental approval and permits
- FHWA and FTA grant approvals
- Obtain Caltrans E-76 or FTA transfers
- Implement studies and projects
- Achieve on-time project delivery
- Get reimbursed for eligible expenses



# 2023 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
		Moving prior funds to quad years
	Change project completion Date	
Approving Agencies	Metro, SCAG (approx. 30 days)	Metro, SCAG, Caltrans, FTA/FHWA (approx. 90 days)



# FTIP Amendment Schedule

## 2023 FTIP

Amendment #	Amendment Type	Due to METRO	Estimated Approval
23-32*	Administrative Modification	June 18, 2024	August 2024
23-33*	Formal Amendment	June 25, 2024	September 2024

\* Projects submitted during this period should only be emergency type necessary for obligations by September 30, 2024.

## 2025 FTIP

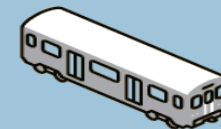
Amendment #	Amendment Type	Due to METRO	Estimated Approval
25-01	Formal Amendment	June 25, 2024	January 2025
25-02	Administrative Modification	September 24, 2024	January 2025



# Metro Contacts

---

NAME	TITLE	PHONE	EMAIL
Nancy Marroquin	Senior Director	(213) 418-3086	<a href="mailto:MarroquinN@metro.net">MarroquinN@metro.net</a>
Michael Richmai	Senior Manager	(213) 922-2558	<a href="mailto:RichmaiM@metro.net">RichmaiM@metro.net</a>
Mercedes Meneses	Principal Planner	(213) 922-2880	<a href="mailto:MenesesM@metro.net">MenesesM@metro.net</a>



Caltrans District 7 - Los Angeles and Ventura County  
Office of Local Assistance  
Office Chief – Steve Novotny

Robert Y Wong  
LA and Ventura Area Supervisor  
[Robert.Y.Wong@dot.ca.gov](mailto:Robert.Y.Wong@dot.ca.gov)  
213.269.1798  
May 9, 2024

# Local Assistance Trainings and Updates

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

# Funding Opportunity

## 1. Upcoming USDOT Funding Resources and Opportunities

<https://www.transportation.gov/grants/dashboard>

- Anticipated Upcoming Notice of Funding Opportunity

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

- FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI)

Application Due May 28, 2024 11:59pm ET.

<https://railroads.dot.ca.gov/webinars>

- FY 2024 Safe Streets and Roads for All (SS4A) discretionary program

Implementation Grant due May 16, 2024 5:00pm ET. Thursday.

Planning and Demonstration Grant due April 4, May 16 and August 29, 2024.

<https://www.transportation.gov/grants/SS4A>

# Funding Opportunity

## 2. USDOT Navigator

<https://www.transportation.gov/dot-navigator>

- Popular USDOT Navigator Grant Application Resources.
- Non-USDOT Capacity Building Resources and Opportunities.
- Upcoming USDOT Funding Resource and Opportunities
- Other Grant Opportunities.
- DBE Programs.
- Investing in America's Communities
- USDOT Technical Assistance Spotlight

# Funding Opportunity

## 3. FTA Ferry Programs

<https://www.transit.dot.gov/grants/fta-ferry-programs>

April 17, 2024 announced \$316 million for FY 2024.

- Passenger Ferry Program \$51 million
- Ferry Service for Rural Communities Program \$45 million
- Electric or Low Emitting Ferry Program \$216 million

Applying and eligibility information can be found on FTA's website and in Grants.gov

# Funding Opportunity

## 4. Highway Safety Improvement Program (HSIP) cycle 12

HSIP cycle 12 Call-for-project is expected to be announced on May 6, 2024 and immediately follows a May 21, 2024 webinar.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>.

## 5. Active Transportation Program (ATP) Cycle 7

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>

May 17, 2024 - Quick-Build project applicants to email CTC ATP staff deadline

May 17, 2024 – State Highway System Project Impact Assessment form due to Caltrans

Jun 17, 2024 – Project Applications Deadline at 11:59pm.

# Training Opportunity

## 1. Local Assistance Blog

<https://www.localassistanceblog.com>

- Architectural & Engineering Open Office Hours 10:00am – 11:00am PT

May 23, 2024 ; July 18, 2024; September 19, 2024 ; November 21, 2024.

Q&A sessions for A&E Consultant Procurement Checklists

- Caltrans Oversight Information Notice (Coin #24-01)

Environmental Mitigation Work must be performed under construction contract and not A&E service contract.

- Training

<https://www.localassistanceblog.com/category/training/>

- Webinar/Workshop

<https://www.localassistanceblog.com/category/workshop/>

# Training Opportunity

## 2. Local Assistance Day – Statewide Quarterly Webinars

<https://www.localassistanceblog.com/local-assistance-day-quarterly-webinar>

May 8, 2024 Wednesday 8:30am

- Value Engineering Analysis
- Right of Way – LAPM Revisions
- Exhibit 13-A & Certification Review Process
- HSIP Requirement for Cycle 12

**Registration closes on May 6<sup>th</sup>.**

August 13<sup>th</sup> Tuesday – Topic TBD

November 5<sup>th</sup> Tuesday – Topic TBD

# Training Opportunity

## 3. Training & Resources

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

- Caltrans Training Partners

LTAP CSULB - Center for international trade and transportation

<https://caltap.org>

CTAP CSUS - College of Continuing Education

<https://ca-ctap.org>

Tech Transfer – UC Berkeley

<https://www.techtransfer.Berkeley.edu/home>

# *Training Opportunity*

## 4. Trainings & Webinars

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

- DBE – contract goal methodology
- Federal Aid Series
- Federal & State Funding Webinar
- Indirect Cost Rate Plan
- Indirect Cost Rate Review & Application Process
- CTC request for Funding Allocation & Time Extension (2023)
- Procurement A&E Contracts (2019)
- Resident Engineers Academy 2022

DIVISION OF LOCAL ASSISTANCE  
**Office of Project Management Oversight**

# HQ Updates

May 9, 2024

Ferdinand Batatan, P.E.  
HQ Area Engineer



**Division of Local Assistance  
California Department of Transportation**



# Topics

- Inactive Projects Greater than 24 months Requires Immediate Action
- Obligation Plan/ OA Delivery



**Division of Local Assistance  
California Department of Transportation**



# Inactive Projects

- All inactive projects are located on the [DLA Inactive Projects Website](#), under California Repeat Inactive Project List greater than 24 months April 11, 2024, for FFY2024 Q3
  - [Repeat Inactive Projects Justification Form](#)
  - [DLA Repeat Inactive Projects Notification Letter](#)
- Please invoice or provide justification by **May 9, 2024**



CALTRANS DIVISION OF  
LOCAL ASSISTANCE

Division of Local Assistance  
California Department of Transportation



# Obligation Plan/ OA Delivery

- Low OA delivery
  - Local pool OA was opened on March 15.
    - \* OA policy dictates an earlier access to the Local OA pool if OA utilization falls below 35%
- OPMO continuously monitors projects statuses with District staff and LPA using Smartsheet



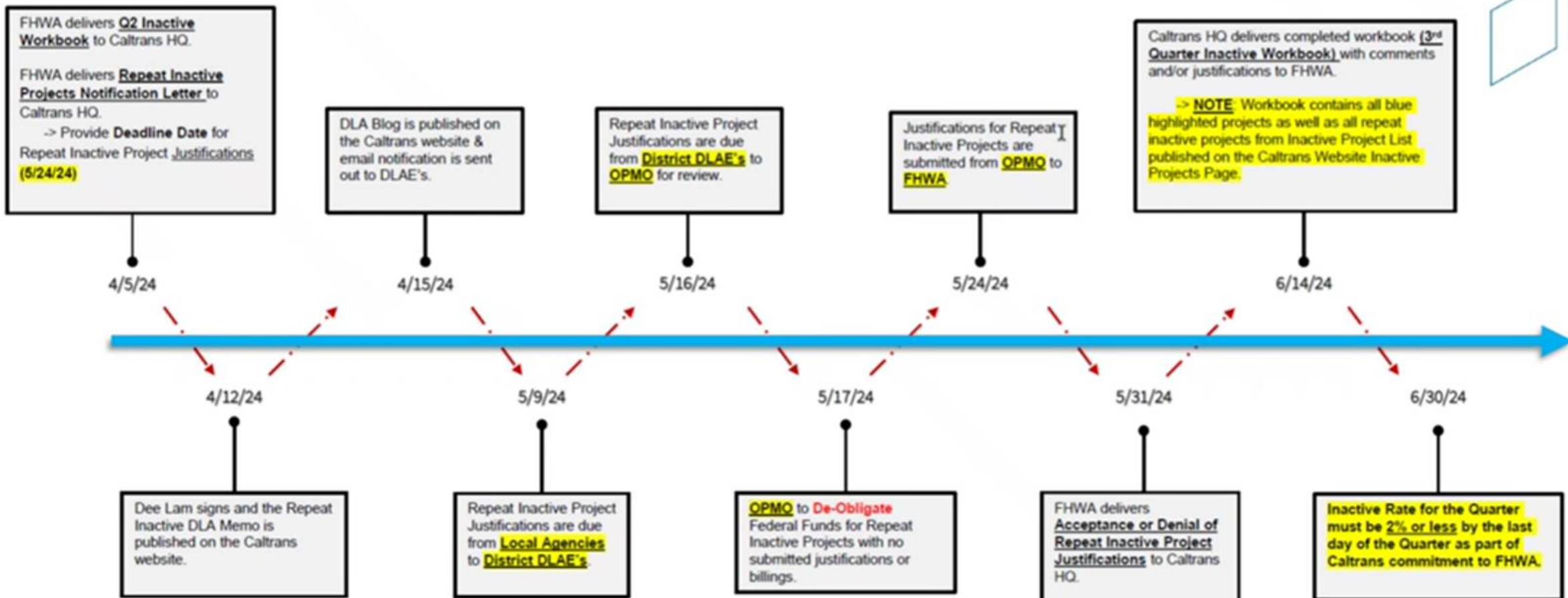
CALTRANS DIVISION OF  
LOCAL ASSISTANCE

**Division of Local Assistance  
California Department of Transportation**



# Inactive Projects Deliverables

## Critical Dates (FY24 Q3)



# How to help in the OA delivery

1. Convert your AC projects to federal funds.
2. Utilize the **Expedited Project Selection Procedures (EPSP)** for regions with adequate apportionments (prior + current), facilitating the delivery of future year programmed projects in the Federal Transportation Improvement Programs (FTIPs).



CALTRANS DIVISION OF  
LOCAL ASSISTANCE

**Division of Local Assistance  
California Department of Transportation**



# Cont'd

3. Engage in OA & Apportionment Loans, notably:
  - CMAQ/STBGP Flex apportionments (readily adjustable across regions).
  - STBGP Urban apportionments (processed via FHWA).



CALTRANS DIVISION OF  
LOCAL ASSISTANCE

**Division of Local Assistance  
California Department of Transportation**



DIVISION OF LOCAL ASSISTANCE  
**Office of Project Management Oversight**

# QUESTIONS?

Ferdinand Batatan, P.E. - HQ Area Engineer  
Ferdinand.batatan@dot.ca.gov



CALTRANS DIVISION OF  
LOCAL ASSISTANCE

**Division of Local Assistance  
California Department of Transportation**



# Timely Use of Funds

---

HQ Division of Local Assistance

Office of State Programs

Program Support- TUF Branch

Ashraf Habbak & Leslie Avila

# Applicable Programs

State programs administered through the CTC are subject to the Timely Use of Funds (TUF) provisions in the established program guidelines. These provisions apply to both Federal and State allocations.

The TUF Guidance summarized in this PowerPoint applies to the following State programs administered through the California Transportation Commission (CTC):

- [Active Transportation Program \(ATP\)](#)
- [State Transportation Improvement Program \(STIP\)](#)
- Senate Bill 1 (SB 1): [Local Partnership Program \(LPP\)- Formulaic and Competitive](#)
- SB 1: [Solutions for Congested Corridor Program \(SCCP\)](#)
- SB 1: [Trade Corridor Enhancement Program \(TCEP\)](#)

# Timely Use of Funds



## Allocations

Funds are available only until the end of the Programmed State fiscal year (June 30<sup>th</sup>) identified in the Programming Document unless a TUF Extension for Allocation is approved by the Commission.



## Expenditures

Funds allocated to local projects for environmental (PA&ED), design (PS&E), right of way (RW), and planning, programing, and monitoring (PPM) must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated unless a TUF Extension for Expenditure is approved by the Commission.

### **Invoicing:**

STIP: No later than 180 days after the fiscal year in which the final expenditure occurred.

ATP & SB 1: No later than 180 days after the expenditure deadline.



## Contract Award

Funds allocated for construction must be awarded within 6 months of the date of allocation unless a TUF Extension for Contract Award is approved by the Commission.



## Construction Contract Completion

After the award of the contract, the local agency or Caltrans has up to 36 months to complete (accept) the contract unless a TUF Extension for Completion is approved by the Commission.

### **Invoicing:**

STIP: No later than 180 days after the fiscal year in which the final expenditure occurred.

ATP: No later than 180 days after the completion deadline.

## TIMELY USE OF FUNDS EXTENSIONS

Component	Phase	Program		
		STIP	ATP	SB1 Programs
<b>Allocations</b>	PA&ED PS&E RW CON CON-NI	20 Months	20 Months	12 Months
<b>Expenditures</b>	PA&ED PS&E RW	20 Months	12 Months	12 Months
<b>Contract Award</b>	CON CON-NI	20 Months	12 Months	12 Months
<b>Completion</b>	CON CON-NI	20 Months	12 Months	20 Months

- Each TUF deadline is eligible for a one-time extension per component only if the Commission finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extensions vary per program and component.
- TUF Time Extension Requests for Allocation, Expenditure, Contract Award, and Completion must be submitted to the DLAE in accordance with the Office of CTC Liaison's (OCTCL) Preparation Calendar, which is about 60 days prior to the original Timely Use of Funds deadline and are subject to approval by the Commission at the requested CTC Meeting. After Expenditure and Completion deadlines, there is an additional 180 days to allow for invoicing.

# Questions?

Ashraf Habbak  
ashraf.habbak@dot.ca.gov

Leslie Avila  
leslie.avila@dot.ca.gov

---

# DIVISION OF LOCAL ASSISTANCE

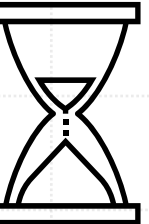
## OFFICE OF STATE PROGRAMS PROJECT SCHEDULE

Elijah Hall, ATP Manager – Districts 7,8,12



# PROGRAMMING

- All State program guidelines clearly define program requirements, programming cycle and timely use of funds provisions. Project development phases should be programmed and executed sequentially. The following project development phases may be programmed:
  1. Project Approval & Environmental Document (PA&ED)
  2. Plans, Specifications & Estimates (PS&E)
  3. Right of Way (ROW)
  4. Construction (CON)
- Programmed projects must complete the environmental process prior to advancing to next project development phase.



# PROJECT SCHEDULE

- A project schedule is a timeline that outlines start and end dates and milestones that must be met for the project to be completed on time. Mitigation strategies should be included in the development of a project schedule to keep the project on track.
- Some examples of schedule risk include:
  - Litigation resulting in delay or stoppage of preliminary project design.
  - Complicated utility relocations.
  - Complex Right to Way Acquisition.
  - Complex Geotechnical Study.
  - Delay caused due to environmental findings or environmental studies.
  - Complex project consultations involving Federal, State and LPAs, as well as sovereign nations.
  - Congressional Earmarks requiring review by FHWA.
  - Change in the project's purpose and need due to the public involvement process.
  - Utilization of a unique implementation or funding approach that the administering agency is not accustomed to carrying out.

# PROJECT DEVELOPMENT & DELIVERY TIMELINE

A project schedule should be developed for the programming period.

- Here is a typical project schedule for an Active Transportation Program project.



# PROJECT SCHEDULE

List of common project constraints that impacts project schedule/delivery:

- Environmental process
  - NEPA document
  - Provide adequate time for technical studies
    - Cultural
    - Biological
    - Historical
    - Regulatory Clearances
      - Army Corp of Engineers
      - Department of Fish and Wildlife
- Mitigation activities
- Railroad coordination
- Right of Way
- Encroachment permits
- Construction season
- Other funding sources
- Allocation Requests
  - CTC meetings are held 7 times per year and allocation request must be submitted to the Districts **60 days** prior a CTC meeting.

# Questions?

**Elijah Hall, ATP Manager – Districts 7,8,12**  
**[elijah.hall@dot.ca.gov](mailto:elijah.hall@dot.ca.gov)**



# Sustainable Transportation Planning Grant Program

Dan Kopulsky  
May 9, 2024

# Program Overview

WHAT'S THE PLANNING GRANT PROGRAM ALL ABOUT?

# Sustainable Transportation Planning Grant Program

## Program Overview

- Eligible planning projects **must have a transportation nexus** per Article XIX Sections 2 and 3 of the California Constitution
- Planning projects are expected to **directly benefit** the **multimodal transportation system**
- Intended to strengthen the **economy, promote equity,** and **protect the environment**
- Results of these grants should **lead to the programming** and **implementation of transportation improvement projects**

# Sustainable Transportation Planning Grant Program

## Program Objectives



# Sustainable Transportation Planning Grant Program

## Program Considerations

- Caltrans Strategic Plan 2020-2024
- California Transportation Plan (CTP) 2050
- Modal Plans Supporting the CTP
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Climate Adaptation Strategy
- Master Plan for Aging

# Sustainable Transportation Planning Grant Program

## Program Considerations

### Title VI and Environmental Justice

Caltrans assures that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance, as required by [Title VI of the Civil Rights Act of 1964](#), as amended, the [Civil Rights Restoration Act of 1987](#), and [Federal Executive Order 12898](#) (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

Caltrans will make every effort to ensure nondiscrimination in all of its programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

For more information, visit:

[Title VI Branch | Caltrans](#) [Title VI Complaint Process | Caltrans](#) [Caltrans Nondiscrimination Policy Statement](#) [Caltrans & You](#)

# Sustainable Transportation Planning Grant Program

## Funding Overview

- **Sustainable Communities Competitive and Formula Grants** (\$29.5M) are State-funded, primarily through Senate Bill 1
- **Climate Adaptation Planning Grants** (\$31.9M) are a State-funded one-time augmentation, through Senate Bill 198
- **Strategic Partnerships Grants** (\$4.5M) are federally funded through Federal Highway Administration and Federal Transit Administration

# Sustainable Communities



## PURPOSE

Funds local and regional **multimodal transportation and land use planning** projects that further the region's Regional Transportation Plan and Sustainable Communities Strategy/Alternative Planning Strategy (SCS/APS) (where applicable), **contribute to the State's GHG reduction targets, address the needs of underserved communities**, and also **assist in achieving the Caltrans Mission and Grant Program Objectives.**

\*Program goal: 50% of Competitive grants to benefit Underserved Communities, as defined in Grant Application Guide, Appendix A

# Sustainable Communities



## COMPETITIVE ELIGIBLE PRIMARY APPLICANTS

- Metropolitan Planning Organizations (MPOs) **with sub-applicants**
- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies
- Cities and Counties
- Native American Tribal Governments
- Other Public Transportation Planning Entities

## COMPETITIVE ELIGIBLE SUB-APPLICANTS

- Primary applicants
- Universities and Community Colleges
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities

## STATE FUNDS

### **Competitive Budget:** \$17M

- \$3M Technical Projects
- \$500k Tribal Governments
- Grant Min.- Max.: \$50k - \$700k

### **Formula Budget:** \$12.5M (MPOs only)

- Allocation Range: \$160,000-\$5M

### **Match Requirement:** 11.47%

# Climate Adaptation Planning

## PURPOSE

Funds local and regional **identification of transportation-related climate vulnerabilities** through the **development of climate adaptation plans**, as well as **project-level climate adaptation planning to identify adaptation projects and strategies for transportation infrastructure.**

\*Program goal: 50% of grants to benefit Underserved Communities, as defined in Grant Application Guide, Appendix A



# Climate Adaptation Planning

## ELIGIBLE PRIMARY APPLICANTS

- MPOs
- RTPAs
- Transit Agencies
- Cities and Counties
- Native American Tribal Governments
- Joint Exercise of Powers Authority
- Local Transportation Authority

## ELIGIBLE SUB-APPLICANTS

- Primary applicants
- Universities and Community Colleges
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities

## STATE FUNDS

**Budget:** \$31.9M  
\$3.9M Tribal Governments

**Grant Min.** \$100k

**Grant Max.** \$1.5M (single organization) \$1.5-\$3M to be considered for partnership applications

**Match Requirement:** 11.47% minimum (not required for Tribal Governments)

# Strategic Partnerships



## *PURPOSE*

Funds transportation planning studies in **partnership with Caltrans** that address the regional, interregional and statewide needs of the **State highway system**, and also assist in achieving the Caltrans Mission and Grant Program Objectives. **A sub-category funds transit-focused planning** projects that address multimodal transportation deficiencies.

# Strategic Partnerships



## ELIGIBLE PRIMARY APPLICANTS

- MPOs
- Rural RTPAs



## ELIGIBLE SUB-APPLICANTS

- Primary applicants
- Transit Agencies
- Cities and Counties
- Universities and Community Colleges
- Native American Tribal Governments
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities

## FEDERAL FUNDING

### Source: FHWA SPR Part I

- Total Budget: \$1.5M
- Grant Min. \$100k/Max. \$500k
- Match Requirement: 20%

### Transit Sub-Category Source: FTA Section 5304

- Total Budget: \$3M
- Grant Min.
  - \$75,000 for Rural RTPAs
  - \$100,000 for MPOs
- Grant Max. \$500k
- Match Requirement: 11.47%



## Sustainable Transportation Planning Grants Website

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

# FY 2025-26 Grants Schedule

October  
2024 Release FY 2025-26 Grant Application  
Guide/Call-for-applications for eight-weeks

January  
2025 Grant Application deadline

Spring  
2025 Application evaluation and management  
approval of grant recommendations

Summer  
2025 Grant Announcements

Summer  
2028 Grant projects are completed, and grant  
funds expire



## Q&A

This is your opportunity to ask questions.

Dan Kopulsky  
dan.kopulsky@dot.ca.gov



# Local Highway Bridge Program (HBP)

May 9, 2024

Andy Chou & Roberta Jensen

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



Holly Street Bridge 53C1041



# Local Highway Bridge Program (HBP)

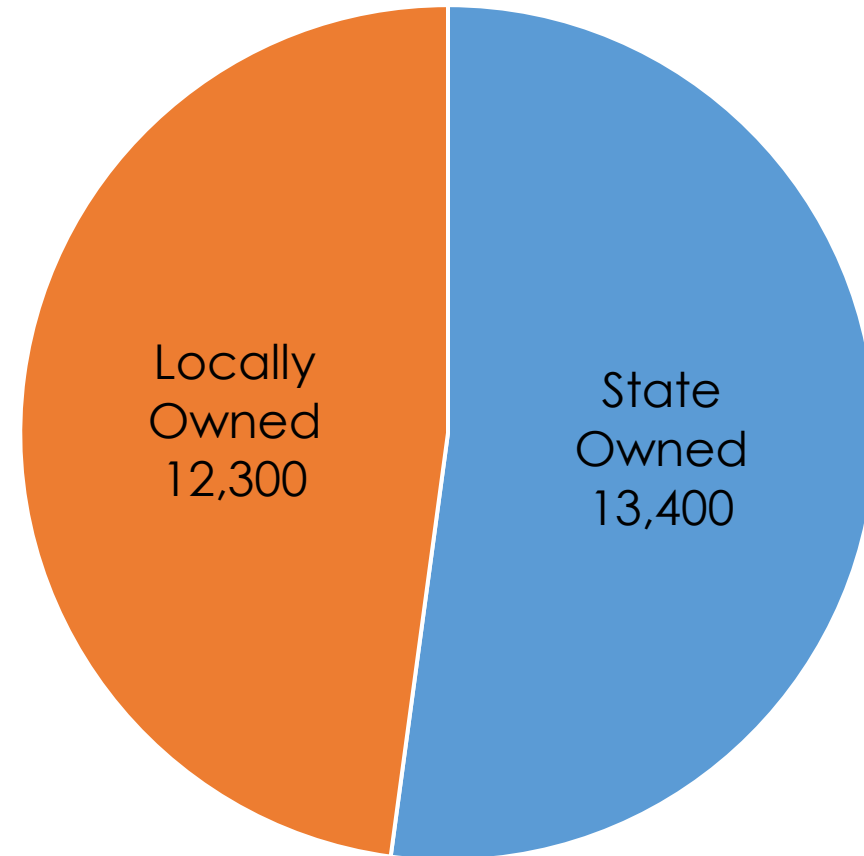
- Federal program managed by the Division of Local Assistance
- Structural safety program to maintain or improve locally owned highway bridges to good condition or fair condition.
- The California Transportation Commission (CTC) annually allocates the funds to Caltrans
- The CTC also allocates Prop 1B bond for mandatory seismic projects, as needed
- Local matching requirement for the federal funds



Trinity County Turnpike Road Bridge Painting

- CA National Bridge Inventory  
~25,700
- About half are locally owned
- Federally mandated to be inspected
- Some NBI bridges are not highway bridges (examples: BART or pedestrian bridges)

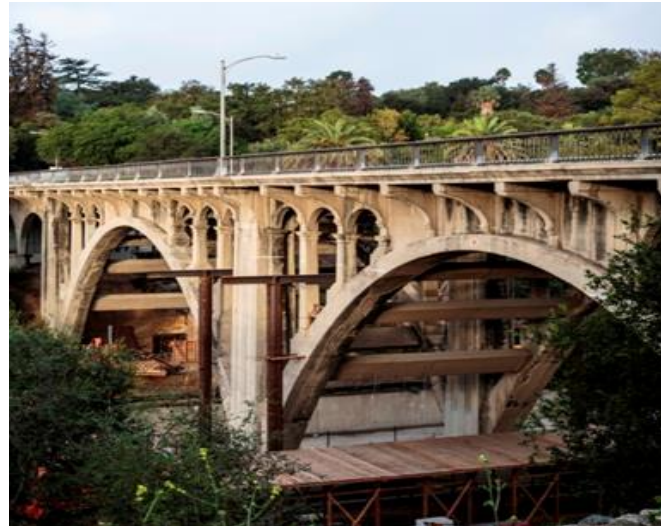
California National Bridge Inventory



# Eligible Project Scopes

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

For eligibility criteria and other program details, see Caltrans' Local Assistance Program Guidelines Chapter 6 <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-program-guidelines-lapg>

The division works with an HBP Advisory Committee to obtain stakeholder inputs on:

- Developing a multiyear program
- Establishing selection criteria for projects
- Developing timely use of fund procedures

The committee meets 5 times a year, if necessary (February, April, June, August, December).



City of Redding historic Diestelhorst bridge replacement with Benton Drive (now is a pedestrian bridge)





# IIJA Funding to HBP

- IIJA provides federal funding to CA through Core Apportionment and Bridge Formula Program (BFP) funding.
- Core Apportionment is the “standard” bridge funding that has been in FAST Act and MAP-21.
- BFP is a new funding source that was introduced by IIJA.
- When IIJA was introduced, an agreement was made amongst the California regions to administer the BFP funds through the existing Local HBP and its existing policy.



Tehama County  
Jellys Ferry Bridge Replacement



# IIJA Funding to HBP

- Approximate annual funding amounts under IIJA:
- Core Apportionment:
  - On Federal-Aid system: \$232M
  - Off Federal-Aid system: \$100M
- Bridge Formula Program (BFP):
  - On Federal-Aid system = \$144M
  - Off Federal-Aid system = \$86M
- Total On Federal-Aid system = \$376M
- Total Off Federal-Aid system = \$186M



City of Reedley E. Manning Road  
Bridge Replacement - Fresno County

- HBP oversubscription due to lack of funding prior to IIJA
- What has been achieved with IIJA?
  1. Accepting new projects
  2. Supporting project timely delivery
  3. Paying back “debt”
- Uncertainty of future Bridge Formula Program Funding



City of Napa First Street Bridge Replacement



Thank you!



***Caltrans***®

Questions?

Andy Chou

Roberta Jensen

[Andy.chou@dot.ca.gov](mailto:Andy.chou@dot.ca.gov)

[Roberta.jensen@dot.ca.gov](mailto:Roberta.jensen@dot.ca.gov)

# Manual on Uniform Traffic Control Devices (MUTCD) and CA MUTCD Update

Gordon Wang  
May 9, 2024



## What is the MUTCD? (1/3)

- ▶ **The MUTCD is the national standard** for traffic control devices (TCDs)—those signs, signals, and pavement markings we see on all streets, highways, and bikeways open to public travel, regardless of funding source or jurisdiction in accordance with Federal regulations.<sup>1</sup>



<sup>1</sup> 23 Code of Federal Regulations (CFR) Part 655.603.

Year	Name	Month / Year Revised
1927	Manual and Specifications for the Manufacture, Display, and Erection of U.S. Standard Road Markers and Signs (for rural roads)	4/29, 12/31
1930	Manual on Street Traffic Signs, Signals, and Markings (for urban streets)	No revisions
1935	Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)	2/39
1942	Manual on Uniform Traffic Control Devices for Streets and Highways – War Emergency Edition	No revisions
1948	Manual on Uniform Traffic Control Devices for Streets and Highways	9/54
1961	Manual on Uniform Traffic Control Devices for Streets and Highways	No revisions
1971	Manual on Uniform Traffic Control Devices for Streets and Highways	11/71, 4/72, 3/73, 10/73, 6/74, 6/75, 9/76, 12/77
1978	Manual on Uniform Traffic Control Devices for Streets and Highways	12/79, 12/83, 9/84, 3/86
1988	Manual on Uniform Traffic Control Devices for Streets and Highways	1/90, 3/92, 9/93, 11/94, 12/96, 6/98, 1/00
2000	Manual on Uniform Traffic Control Devices for Streets and Highways – Millennium Edition	7/02
2003	Manual on Uniform Traffic Control Devices for Streets and Highways	11/04, 12/07
2009	Manual on Uniform Traffic Control Devices for Streets and Highways	

1927/1930

1935

2009

2023

**Table I-1(CA) Evolution of the California MUTCD (Sheet 1 of 2)**

Year	Name
1955	Planning Manual of Instructions, Part 8 – Traffic Department of Public Works, Division of Highways
1972	Traffic Manual Department of Public Works, Division of Highways
1996	Traffic Manual (Metric Version) Department of Transportation, Division of Traffic Operations
2004	FHWA’s MUTCD 2003 & MUTCD 2003 California Supplement Department of Transportation, Division of Traffic Operations
2006	California MUTCD Department of Transportation, Division of Traffic Operations
2010	California MUTCD (including Revisions 1 and 2 of FHWA’s MUTCD 2003) Department of Transportation, Division of Traffic Operations
2012	California MUTCD (including FHWA’s MUTCD 2009) Department of Transportation, Division of Traffic Operations
2014	California MUTCD (including FHWA’s MUTCD 2009 Revisions 1 & 2, as amended for use in California) Department of Transportation, Division of Traffic Operations

**1955**

**1972-1996**

**2004**

**2006-2024**

# Parts (CA MUTCD and 2009 MUTCD)

Part 1: General

Part 2: Signs

Part 3: Markings

Part 4: Highway Traffic Signals

Part 5: TCDs for Low Volume Roads

Part 6: Temporary Traffic Control

Part 7: Traffic Controls (TCs) for School Areas

Part 8: TCs for Railroad & LRT Grade Crossing

Part 9: TCs for Bicycle Facilities

# Parts (2023 Federal MUTCD)

Part 1: General

Part 2: Signs

Part 3: Markings

Part 4: Highway Traffic Signals

**Part 5: TRAFFIC CONTROL DEVICE  
CONSIDERATIONS FOR AUTOMATED VEHICLES**

Part 6: Temporary Traffic Control

Part 7: Traffic Controls (TCs) for School Areas

Part 8: TCs for Railroad & LRT Grade Crossing

Part 9: TCs for Bicycle Facilities

# Part 1 General CA MUTCD Revision 6 (2021)

- **First Revision published by Caltrans Division of Safety Programs.**
  - Web Address Changes
  - Contact Changes
  - Ultimate Responsible under Caltrans Safety Officer
  - The State Traffic Engineer is no longer in charge

# Part 1 General CA MUTCD Revision 7 (2023)

- No changes to Part 1.

# Part 1 General CA MUTCD Revision 8 (2024)

- **Maintaining Minimum Retro-reflectivity Compliance Date Changed Reflecting FHWA Change.**

-9/6/2026

3A.03	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1)	September 6, 2026 <del>4 years from the effective date of this revision of the MUTCD</del>
-------	---------------------------------------	---	---

# Part 1 General 2023 MUTCD Revisions

**Table 1B-1. Target Compliance Dates Established by the FHWA**

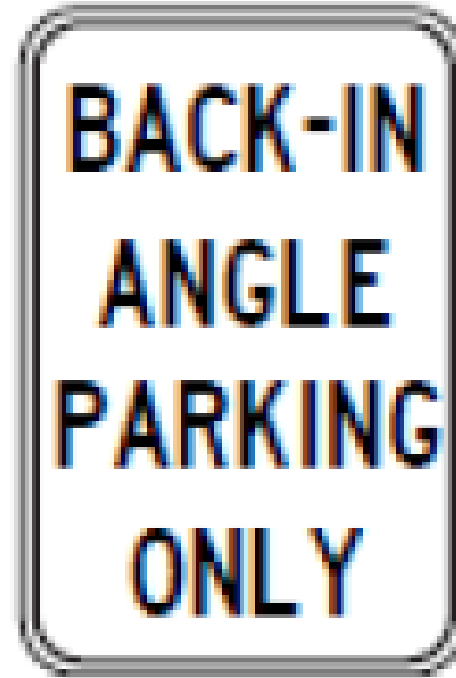
MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD

December 2023

Sect. 1B.03

# Part 2 Signs CA MUTCD Revision 6 (2021)

- **Adding New Signs.**
  - Regulatory signs



R24F (CA)



R10-3j(CA)

# Part 2 Signs CA MUTCD Revision 7 (2023)

- Speed Limit Setting policy changes due to new legislations and vehicle code changes.

**CVC SECTION 22358.6 – 85TH-PERCENTILE, ROUNDING, 5 MPH INCREMENT, 5 MPH SPEED REDUCTION AND MAXIMUM SPEED REDUCTION**

**STANDARD:**

**WHEN A SPEED LIMIT IS TO BE POSTED, IT SHALL BE ESTABLISHED AT THE NEAREST 5 MPH INCREMENT OF THE 85TH-PERCENTILE SPEED OF FREE-FLOWING TRAFFIC (CVC SECTION 22358.6(A)), EXCEPT AS SHOWN IN THE TWO OPTIONS BELOW FOR ROUNDING DOWN AND USING 5 MPH SPEED REDUCTION (CVC SECTION 22358.6(B)), OR ROUNDING UP (CVC SECTION 22358.6(C)), OR IF USING ADDITIONAL 5 MPH SPEED REDUCTION ON LOCAL AGENCY ROADWAYS FOR SAFETY CORRIDOR DESIGNATION (CVC SECTION 22358.7(A)(1)) OR ADJACENT TO LAND OR FACILITY GENERATING HIGH CONCENTRATIONS OF BICYCLISTS AND PEDESTRIANS (CVC SECTION 22358.7(A)(2)).**

# Part 2 Signs CA MUTCD Revision 8 (2024)

- **Adding New Signs.**

- Regulatory signs
- Guide signs
- Warning signs



TRUCKS

R70A (CA)



OK

R70B (CA)



NO CAMPING  
OR SLEEPING  
IN VEHICLE  
8000 CA Veh. Code

R119 (CA)



PEDESTRIANS  
PROHIBITED  
CALL 911

G81-67 (CA)



WILDLIFE  
CROSSING

W11-23 (CA)

# Part 2 Signs 2023 Federal MUTCD Revision

## Speed Limits

- ▶ Provisions apply to **nonstatutory** speed limits only
- ▶ **Engineering study** still required<sup>1</sup>
  - ▷ Emphasizes role of **site context, roadway type, and function**
  - ▷ Includes **range of recommended factors** in engineering study:
    - ▷ *Pedestrian and bicyclist activity, crash history, land use, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, observed speeds*
    - ▷ *Use of 85th-percentile speed **not required***



<sup>1</sup> MUTCD 11th Edition, §2B.21.

# Part 3 Markings CA MUTCD Revision 6 (2021)

DETAIL 25A

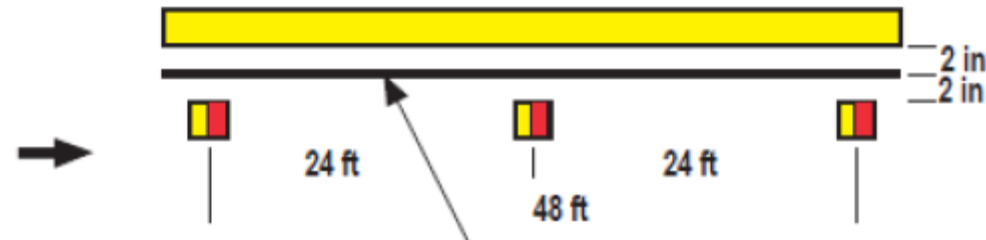
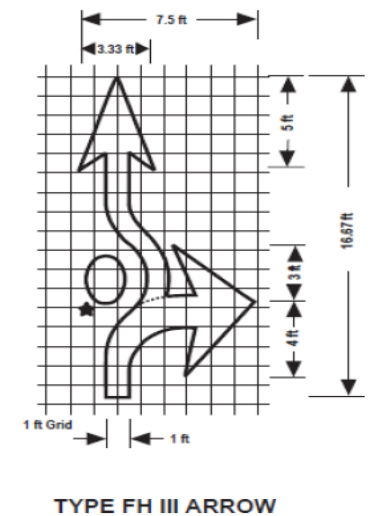
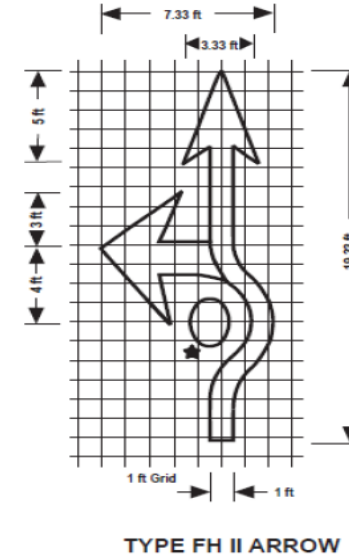
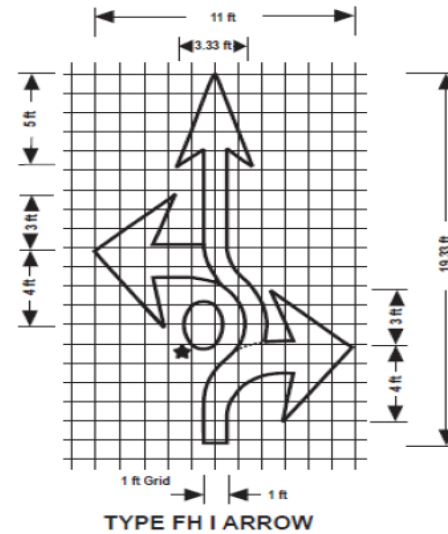


Figure 3C-2 (CA). Lane - Use Arrow Pavement Marking Option for Roundabout Approaches

- Use of one side red colored Raised Pavement Markers (RPM).
- New roundabout arrows.

A- Optional Lane Use Circular Arrows



# Part 3 Markings CA MUTCD Revision 7 (2023)

- **Widened Striping**

- 6-8 inches wide striping for State Highways
- 4-6 inches wide striping for Local Agencies



4 to 6 in White (for local agencies)  
6 in White (on State Highway System)



Direction of Travel

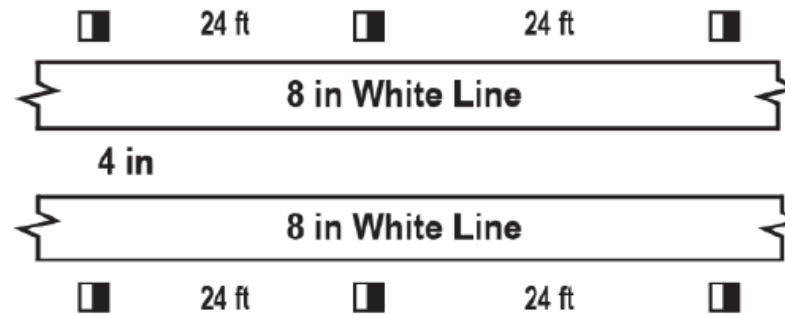


4 to 6 in Yellow (for local agencies)  
6 in Yellow (on State Highway System)

# Part 3 Markings CA MUTCD Revision 8 (2024)

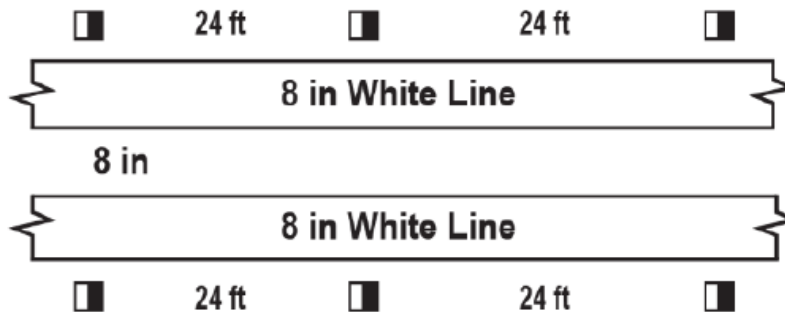
- New Details for Managed Lanes (Carpool) Separation
- Adopting FHWA Retro-Reflectivity Rules

*DETAIL 44A - Contiguous, Access Prohibited*



See Figure 3D-3.A

*DETAIL 44B - Buffer-Separated, Access Prohibited*

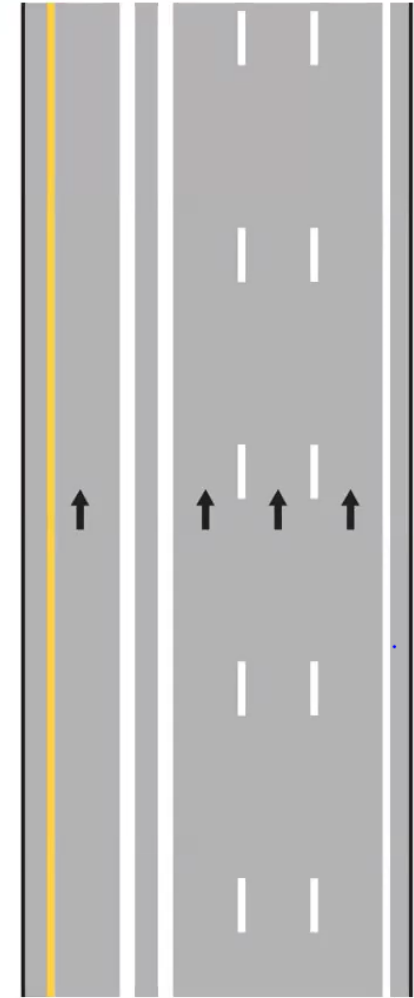


See Figure 3D-2.A

# Part 3 Markings 2023 Federal MUTCD

## Normal Line Width




- ▶ A **4-inch minimum** width is retained in final rule:
  - ▷ Increased minimum longitudinal line width in NPA is **not adopted**
  - ▷ Support provisions included that refer to the research on wider lines and to driving automation system need
- ▶ Guidance on width of the “discernible space” of a double line:
  - ▷ Recommended maximum space is twice the line width

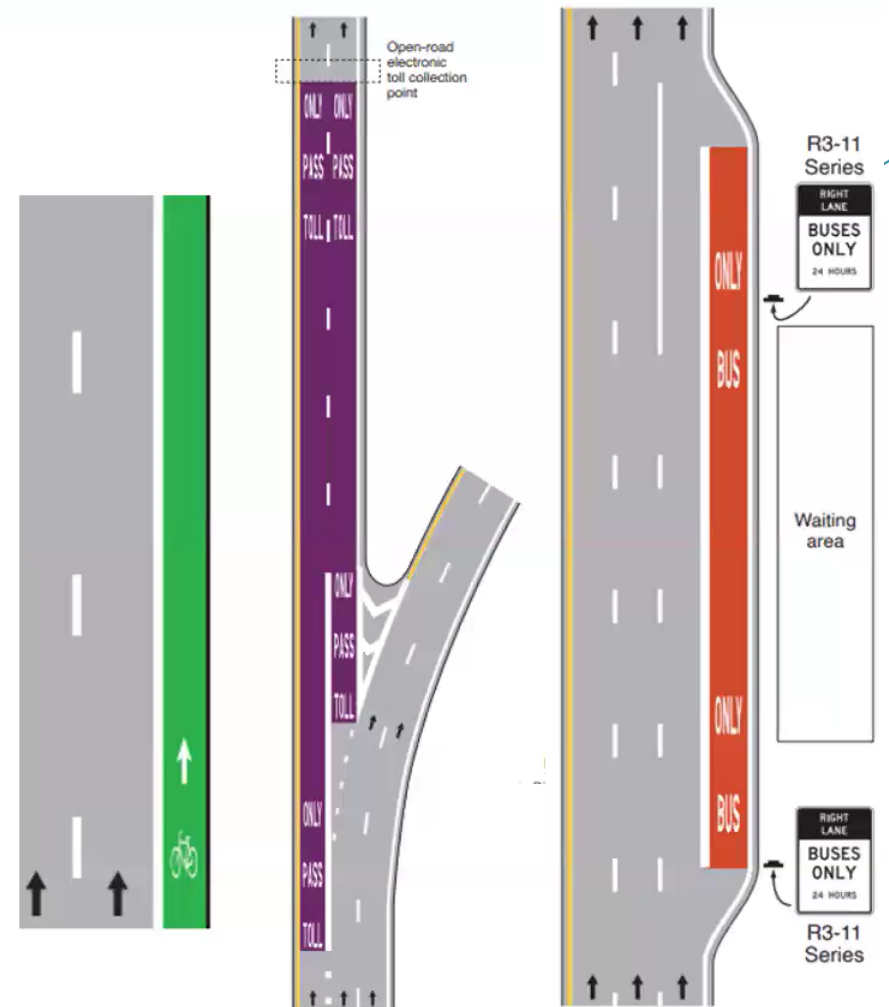


# Part 3 Markings 2023 Federal MUTCD

## Colored Pavements

- ▶ New colored pavements for special-purpose lanes without provisional approval:

-  **GREEN**—Bicycle lanes
-  **RED**—Bus lanes
-  **PURPLE**—Electronic toll collection-only lanes



# Part 4 Highway Traffic Signals CA MUTCD Revision 6,7,8 (2021-2024)

- Part 4 Had No Significant Changes

# Part 4 Highway Traffic Signals CA MUTCD Revision 7 (2023)

- **Minor change for pedestrian preemption time.**

## OPTION:

PEDESTRIAN WALK OR CLEARANCE INTERVALS MAY BE USED DURING PREEMPTION IF SUCH INTERVALS ARE IMPLEMENTED AS COMPONENTS OF THE RIGHT-OF-WAY TRANSFER TIME. THE SIGNAL INDICATION FOR THE CLEARANCE INTERVAL MAY BE EITHER GREEN OR FLASHING RED.

# Part 4 Highway Traffic Signals 2023 Federal MUTCD Revision

## Traffic Signal Warrants (1/2)

- ▶ Reinforces that other factors, beyond the warrants, be considered as part of the engineering study to justify installation of traffic control signals
- ▶ Agencies have more flexibility to consider other relevant factors in addition to reliance on the numerical warrant analysis alone

# Part 4 Highway Traffic Signals 2023 Federal MUTCD Revision

- ▶ Warrant 7 – Crash Warrant:
  - ▷ Updated criteria for 1-year and 3-year periods, crash type, and severity
  - ▷ Urban and rural contexts
  - ▷ Option for agencies to calibrate based on local safety performance functions

**Table 4C-2**

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) <sup>a</sup>		Total of fatal-and-injury angle and pedestrian crashes <sup>a</sup>	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

<sup>a</sup> Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

# Part 5 Traffic Control Devices for Low Volume Roads CA MUTCD Revision 6-8

- **No Change Since 2020.**
  - Editorial changes only

# Part 5 2023 Federal MUTCD Revision

- **Part 5 Traffic Control Devices for Low Volume Roads No Longer Exists.**
- **New Part 5. TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES**
  - Everything is optional at this point.

# Part 5 2023 Federal MUTCD Revision

## Driving Automation Systems

- ▶ New part with new provisions:
  - ▷ For agencies that are preparing for driving automation systems
  - ▷ Promotes national uniformity
  - ▷ Provisions are optional; no requirement to fit roads for automation systems

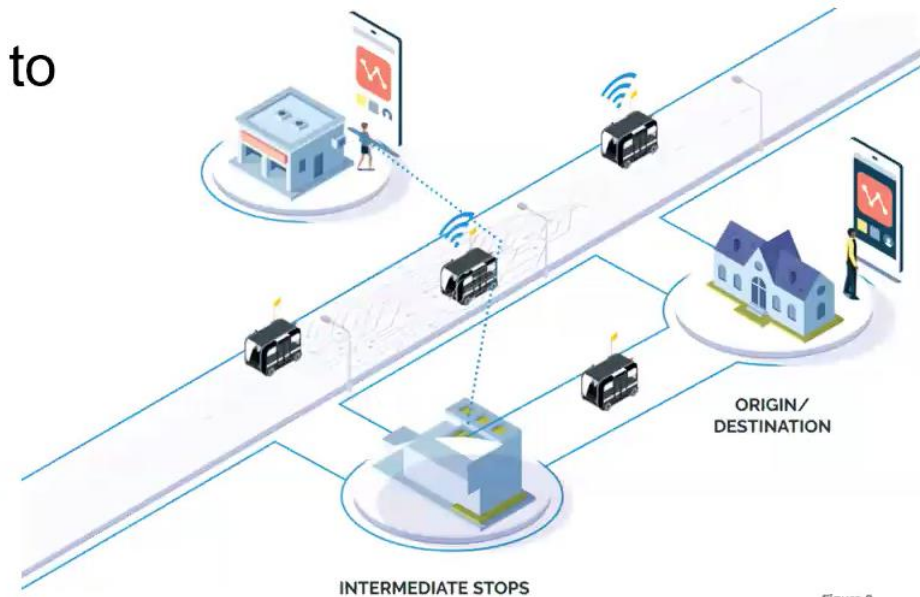


Figure 9  
Mobility on Demand Transit Use Case Diagram  
Source: FHWA

# Part 6 Temporary Traffic Control (TTC) CA MUTCD Revision 6 and before (2021)

- **Adding EMERGENCY SCENE AHEAD sign.**

- Pink, used for unplanned traffic controls
- Can use PCMS
- Can be black on Orange



W90 (CA)

# Part 6 TTC CA MUTCD Revision 7 (2023)

- 2 Typical Applications and Figures for Roundabout TTC

Figure 6H-107. (CA) - Inside Lane Closure on a Multi-Lane Roundabout ((TA 107(CA))

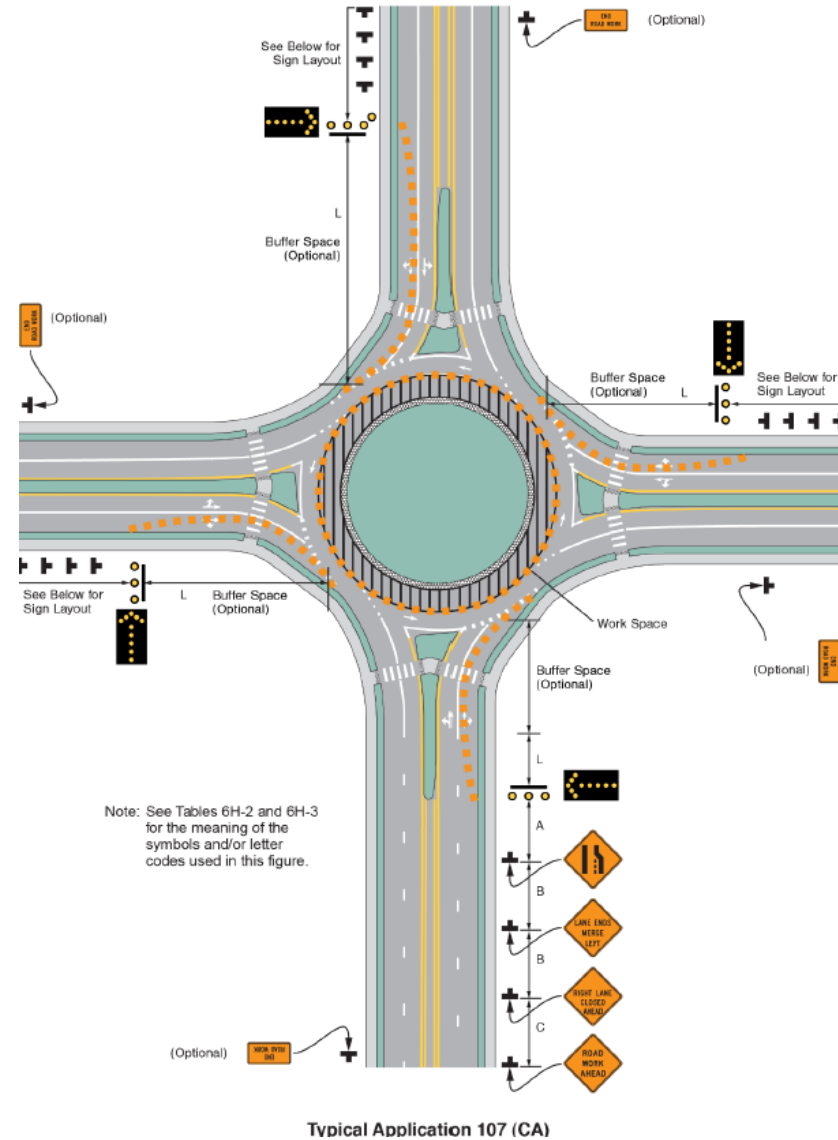
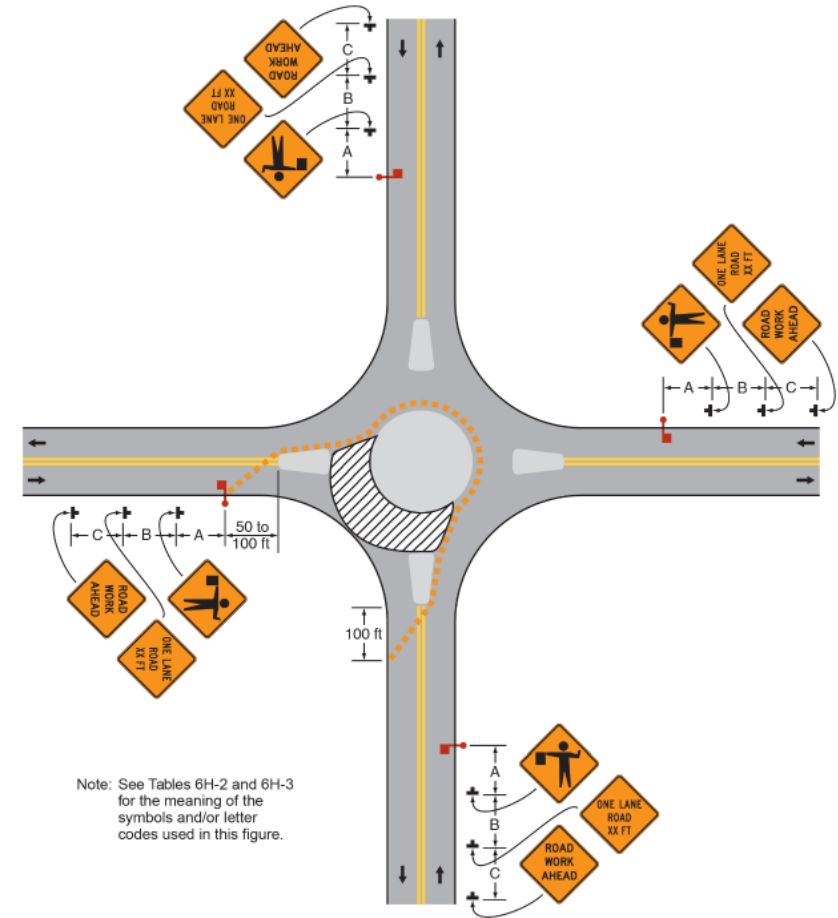


Figure 6H-106 (CA). Partial Closure in a Single Lane Roundabout ((TA-106(CA))



# Part 6 Temporary Traffic Control (TTC) CA MUTCD Revision 8 (2024)

- Adding CLEAN California signs.  
-6 signs were added



C48A (CA)



C49A (CA)



C50B (CA)



C51 (CA)

# Part 6 Temporary Traffic Control (TTC)

## 2023 Federal MUTCD Revisions

- **Major Re-organization of All Chapters**

**6A. GENERAL**

**6B. TEMPORARY TRAFFIC CONTROL ELEMENTS**

**6C. PEDESTRIAN AND WORKER SAFETY**

**6D. FLAGGER CONTROL**

**6E. ONE-LANE, TWO-WAY TRAFFIC CONTROL**

**6F. TEMPORARY TRAFFIC CONTROL ZONE SIGNS – GENERAL**

**6G. TTC ZONE REGULATORY SIGNS**

**6H. TTC ZONE WARNING SIGNS**

**6I. TTC ZONE GUIDE SIGNS**

**6J. TTC ZONE PAVEMENT MARKINGS**

**6K. TTC ZONE CHANNELIZING DEVICES**

**6L. OTHER TTC ZONE TRAFFIC CONTROL DEVICES**

**6M. OTHER TTC ZONE DESIGN FEATURES AND SAFETY DEVICES**

**6N. TYPES OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES**

**6O. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS**

**6P. TYPICAL APPLICATIONS**



# Part 7 Traffic Controls for School Areas CA MUTCD Revision 6,7,8 (2021-2024)

- Part 7 Had No Significant Changes

# Part 7 Traffic Controls for School Areas

## 2023 Federal MUTCD Revision

- **Combining Sections**

- Chapter 7A GENERAL: 4 Sections to 2 Sections
- Chapter 7B. SIGNS: 17 Sections to 7 Sections
- Chapter 7C. MARKINGS: 4 Sections to 2 Sections
- Chapter 7D. CROSSING SUPERVISION: 5 Sections to 2 Sections

# Part 8 Traffic Controls for Railroad & Light Rail Track Grade Crossings CA MUTCD Revisions 6-8 (2021-2024)

- Part 8 Had No Significant Changes

# Part 8 Traffic Controls for Railroad & Light Rail Track Grade Crossings

## 2023 Federal MUTCD Revisions

- ▶ Low Ground Clearance Advance (W10-5) and/or Vehicle Exclusion and detour signs<sup>1</sup>
  - ❖ **5 years** (January 18, 2029)



W10-5



W10-5P



W10-14P



W10-14aP

<sup>1</sup> MUTCD 11th Edition, §8B.16.

# Part 9 Traffic Controls for Bicycle Facilities

## CA MUTCD Revision 6 and before.

- **Adding Class IV Bikeways.**

### Section 9C.102 (CA) Class IV Bikeways

Support: Refer to FHWA “Separated Bike Lane Planning and Design Guide” for detailed information on planning and design of separated bike lanes.

Option: Separated bikeways may be delineated for one-way or two-way operation by using traffic control devices.

**Standard: Vertical elements shall be used to define separated bikeways.**



# Part 9 Traffic Controls for Bicycle Facilities

## CA MUTCD Revision 7 (2023)

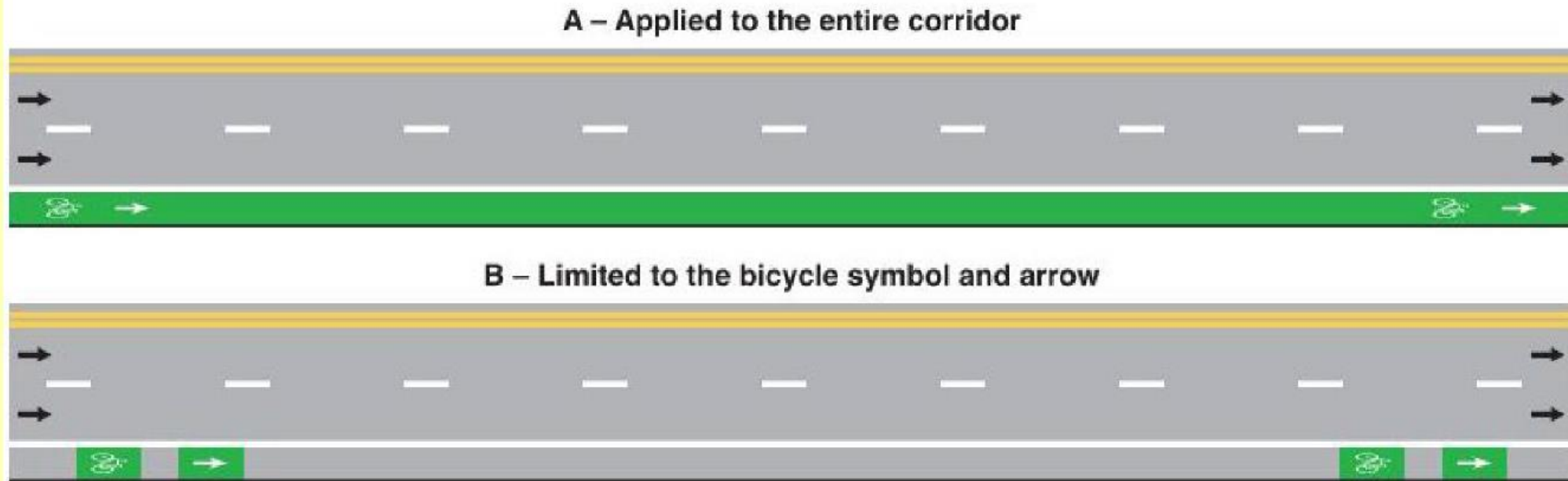
- No Changes for Part 9

# Part 9 Traffic Controls for Bicycle Facilities

## CA MUTCD Revision 8 (2024)

- Adding Green Colored Bike Lanes on Figures.

*Figure 9C-114 (CA). Examples of Optional Green-Colored Pavement Applications*



# Part 9 Traffic Controls for Bicycle Facilities

## 2023 Federal MUTCD Revision

### Bicycles

- ▶ Expanded chapter significantly; many new options for agencies:
  - ▷ Green pavement in bike lanes
  - ▷ Easier left turns with two-stage turn boxes
  - ▷ Improved bicyclist visibility at intersections
  - ▷ Buffer-separated bike lanes
  - ▷ Bicycle-specific signal faces
- ▶ Improved safety and comfort



# Beyond CA MUTCD Revision 8 (2024) and 11<sup>th</sup> Edition of Federal MUTCD (2023)

## CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES TIMELINE

**Will there be Revision 9 of the 2014 CA MUTCD: NO (according to CA MUTCD website)**

**11<sup>th</sup> Edition Federal MUTCD (most current) Issue Date: December 18, 2023**

**11<sup>th</sup> Edition Federal MUTCD (most current) Effective Date: January 19, 2024**

**State Adoption Date for Federal MUTCD: January 19, 2026 (or before)**

**When will FHWA issue the next edition of Federal MUTCD: Every 4 years ( 2028 ? )**

**State Adoption Date for Future Federal MUTCD: 2030 (or before)**



# Resources for CA MUTCD

## CA MUTCD Contacts

Last updated on 8/10/23.

District	General	Signs	Speed Limits & Zones	TODS & Logo Signs	Markings	Traffic Signals	Temp. Traffic Control in Work Zones	Traffic Control: School Areas	Traffic Control: Railroad/LRT Grade Xings
	Part 1	Part 2	All Speed Management Topics	Chapter 2J & 2K	Part 3	Part 4	Part 6	Part 7	Part 8
		<a href="#">Sign Specs</a>	<a href="#">Speed Limit Manual</a>						
HQ	<a href="#">Florencia Allenger</a> (916) 531-6789	<a href="#">Sarah Horn</a> (916) 956-9288	<a href="#">Caroline Chen</a> (916) 268-2346	<a href="#">Sarah Horn</a> (916) 956-9288	<a href="#">Florencia Allenger</a> (916) 531-6789	<a href="#">Michael Robinson</a> (916) 628-7232	<a href="#">Florencia Allenger</a> (916) 531-6789	<a href="#">Jessica Downing</a>  <a href="#">Florencia</a>	Kevin Schumacher (CPUC) (415) 310-9807

# Useful Links

- [CA MUTCD | Caltrans](https://dot.ca.gov/programs/safety-programs/camutcd) <https://dot.ca.gov/programs/safety-programs/camutcd>
- [MUTCD 11th Edition - FHWA MUTCD \(dot.gov\)](https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm)  
[https://mutcd.fhwa.dot.gov/kno\\_11th\\_Edition.htm](https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm)
- [Standard Highway Signs and Markings Book - FHWA MUTCD \(dot.gov\)](https://mutcd.fhwa.dot.gov/ser-shs_millennium.htm)  
[https://mutcd.fhwa.dot.gov/ser-shs\\_millennium.htm](https://mutcd.fhwa.dot.gov/ser-shs_millennium.htm)
- [California Sign Specification Drawings | Caltrans](https://dot.ca.gov/programs/safety-programs/sign-specs)  
<https://dot.ca.gov/programs/safety-programs/sign-specs>
- [CTCDC | Caltrans](https://dot.ca.gov/programs/safety-programs/ctcdc) <https://dot.ca.gov/programs/safety-programs/ctcdc>
- [Work Zone Traffic Control Resources | Caltrans](https://dot.ca.gov/programs/safety-programs/workzones)  
<https://dot.ca.gov/programs/safety-programs/workzones>



PLANNING & MODAL PROGRAMS

Data & Digital Services - Local Assistance - Program Management  
Research, Innovation & System Information - Transportation Planning



CALTRANS DIVISION OF  
LOCAL ASSISTANCE

# THANK YOU

Gordon Wang  
Gordon.wang@dot.ca.gov

# Closing Remarks



**Metro**<sup>®</sup>

**Thank you for attending!**



**Metro**<sup>®</sup>