



# Metro Caltrans Project Delivery Workshop

*September 12, 2024*



**Metro**

# Agenda

- |  |   |
|--|---|
| 1. Welcome   | Kim Sanchez, LA Metro                       |
| 2. Housekeeping  | Wendy Cardona, LA Metro                     |
| 3. Introduction  | Steve Novotny, Caltrans                     |
| 4. Federal Transportation Improvement Program (FTIP)     | Nancy Marroquin & Michael Richmai, LA Metro |
| 5. Training and Funding Opportunities                    | Robert Wong, Caltrans                       |
| 6. Architects and Engineers Consultant Procurement (A&E) | Matthew Sapp, Caltrans                      |
| 7. Public Right-of-Way Accessibility Guidelines (PROWAG) | Gordon Wang, Caltrans                       |
| 8. Wrap-up   | Patricia Chen                               |

# 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.

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# FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

September 12, 2024



# 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 – Estimated December 2024 Approval					

Active Years
  Information Only



# FTIP Amendment Criteria

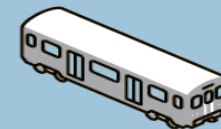
	ADMINISTRATIVE	FORMAL
CRITERIA	Existing projects	New projects
	Minor changes	Major changes
	Cost increase 50% or less	Cost increase more than 50%
	Cost increase \$20M or less	Cost increase more than \$20M
	Cost decrease without deleting phase	Scope changes
	Group projects cost increase/decrease	Project cancellation
	Funding Source/Year changes	Adding/Deleting phase
	Lead agency change	Moving prior funds to active FTIP cycle quad years
		Change project completion Date
Approving Agencies	Metro, SCAG (approx. 30 days)	Metro, SCAG, Caltrans, FTA/FHWA (approx. 90 days)



# FTIP Amendment Schedule

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Amendment #	Type	Due to METRO	Estimated Approval
25-02	Administrative Modification	September 24, 2024	Late Jan. or Early Feb. 2025
25-03	Formal Amendment	January 21, 2025	May 2025
25-04	Administrative Modification	September 24, 2024	April 2025

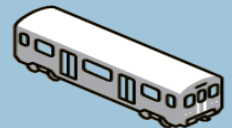


# Corrective Action & Impact to CMAQ/STBG (STP-L)

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- Federal Corrective Action took effect in the 2023 FTIP on July 1, 2023
- CMAQ/STBG programmed in FFY23 to FFY26 (2023 FTIP quad years) are 'grandfathered'
- ***In the 2025 FTIP, grandfathered CMAQ/STBG are ONLY programmed in FFY25 to FFY26***
- **Grandfathered funds must be obligated with Caltrans or transferred to FTA by FFY26 (September 30, 2026) or funds will be lost**
- Grandfathered funds are typically programmed in Metro Call for Projects, MIP and STP-L projects

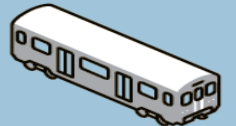
CMAQ = Congestion Mitigation & Air Quality Improvements Program  
STPB = Surface Transportation Program Block Grant Program



# Corrective Action & Impact to STP-L

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- Due to the new Federal Corrective Action, the STP-L program ended in FFY23.
- Any STP-L funds programmed in the 2023 FTIP before July 1, 2023, are considered 'grandfathered'
- **Any programmed grandfathered STP-L funds not obligated by September 30, 2026, will be lost**
- Metro is working internally to develop an exchange program with agencies for unprogrammed STP-L balances

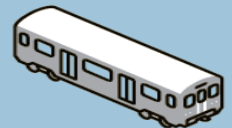


# Corrective Action & Impacts to CMAQ/STBG (STPL)

Not Grandfathered	Grandfathered*			
	2023 FTIP			
Prior Years	FFY 22/23	FFY 23/24	FFY 24/25	FFY 25/26

Not Grandfathered	Grandfathered*	
	2025 FTIP	
Prior Years	FFY 24/25	FFY 25/26

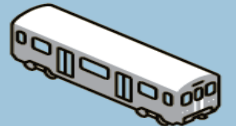
\*Grandfathered funds must be obligated with Caltrans or transferred to FTA by FFY26 (September 30, 2026) or funds will be lost.



# 2024 SCAG Nomination/Selection Process

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- New way to receive STBG, CMAQ, and Carbon Reduction Program (CRP) funds
- During SCAG Nomination period, agencies submit applications to Metro for initial review and rating
- All applications are then sent to SCAG for final review and selection for award
- In the recent 2024 SCAG Nomination, SCAG in June 2024 awarded funding to 18 applications totaling \$148 million
- SCAG is developing the new procedures and schedule for the next Nomination



# 2024 SCAG Nomination/Selection Programming

2024 SCAG Nomination Cycle			
2023 FTIP			
FFY 22/23	FFY 23/24	FFY 24/25	FFY 25/26

2025 FTIP	
FFY 24/25	FFY 25/26

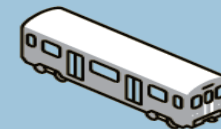
Agencies must program their 2024 SCAG Nomination awarded STBG, CMAQ, CRP funds only in FFY25 and FFY26 in the new 2025 FTIP. Funds programmed in FFY25 must be obligated by September 30, 2028. Funds programmed in FFY26 must be obligated by September 30, 2029.



# Metro Contacts

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NAME	TITLE	PHONE	EMAIL
Mark Yamarone	Executive Officer	(213) 418-3452	<a href="mailto:YamaroneM@metro.net">YamaroneM@metro.net</a>
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  
September 12, 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>

- Overview of Discretionary Grant Opportunities
- Includes Federal Grant programs outside of DOT
- Dashboard is updated weekly

# Funding Opportunity

## 2. Key Notices of Funding Opportunity

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

- Bridge Investment Program – Large Bridge August 1, 2025
- Bridge Projects Nov. 1, 2024
- Bridge Planning Grants Oct. 1, 2024
- Charging and Fueling Infrastructure Program Sept. 11, 2024
- National Culvert Removal, Replace & Restore Program Sept. 23, 2024
- Railroad Crossing Elimination Sept. 23, 2024
- Reconnecting Communities Pilot Program Sept. 30, 2024

# Funding Opportunity

- Low-Carbon Transportation Materials (LCTM) Program

<https://www.fhwa.dot.gov/lowcarbon/>

Target for non-State DOTs use of lower carbon materials and products. Subject to availability of \$800M funds.

LCTM NOFO Information Webinar Sept. 25, 2024

Applicant deadline is November 25, 2024.

# Funding Opportunity

## 3. Division of Local Assistance Federal Programs (IIJA 2022 to 2026)

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

- Bridge Investment Program
- Carbon Reduction Program
- Charging and Fueling Infrastructure Program
- Community Project Funding/Congressional Direct Spending
- Congestion Relief Program
- Culvert Aquatic Organism Passage (AOP) Program
- Multimodal Project Discretionary Grant (MPDG)
- Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program
- Promoting Resilient Operations for Transformative, Efficient, & Cost-saving (PROTECT)

# Funding Opportunity

- Safe Streets and Roads for All (SS4A)
- Strengthen Mobility and Revolutionizing Transportation (SMART)
- Wildlife Crossing Pilot Program (WCPP)

# Funding Opportunity

## 4. Division of Local Assistance State Programs

- ATP Cycle 7 CTC Adoption Date

Statewide Small and Urban & Rural components and Quick Build Pilot Program      Dec 5-6, 2024

MPO selected projects      Jun. 2025

- Local Transportation Climate Adaption Program (LTCAP) Adoption      March 2025
- Section 190 Grade Separation Program      Application Due FY on      April 1<sup>st</sup> each Yr.

## 5. Division of Local Assistance Federal Programs

- Highway Bridge Program (HBP)      Program Survey Due Aug. 30, 2024
- Highway Safety Improvement Program (HSIP)      Application Due      Sep. 9, 2024
- Railway-Highway Crossing Program (RHCP) Section 130      Approx. \$17M per year.

# Training Opportunity

## 1. Local Assistance Blog

<https://www.localassistanceblog.com>

- Current and past Blog postings
- List of topics including Training and Webinar/Workshop postings
- Local Assistance Day – Statewide Quarterly Webinars – Aug 13<sup>th</sup> recording & Oct 30 next
- DLA Training Programs
- A&E Training
- SB1 Workshop
- Tribal Resources

# Training Opportunity

## 2. 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>

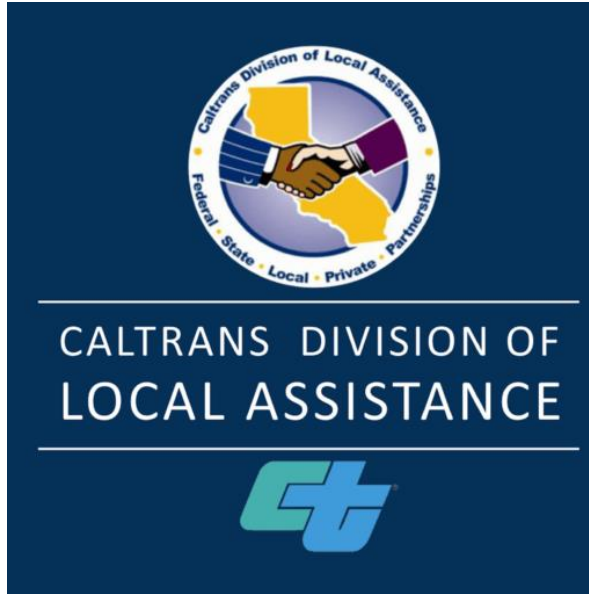
# *Training Opportunity*

## 4. Past Trainings & Webinars posted

<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

# A&E Consultant Procurement



Matthew Sapp  
September 12, 2024



# Who Are We?

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## Caltrans Division of Local Assistance (DLA)

### Senior Engineers

- Trina Luo (Acting) – Program Manager
- The' Pham – Districts 1, 2, 3, 5
- Matthew Sapp (Acting) – 7, 8, 9
- Transportation Engineers
- Allyson Beem – 4, 6, 10
- Pamela Wells – 11, 12
- Vacant



# What Do We Do?

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## A&E Oversight unit within DLA

- Guidance
- Expertise
- Oversight



# What is A&E Consultant Procurement?

Architectural and Engineering, better known as A&E

Definition for A&E Consultant

- Performed, approved, or logically/justifiably performed by a person licensed, registered, or certified as an engineer or architect.
- Includes licensed or certified environmental scientists/professionals, licensed surveyors and licensed landscape architects.

# A&E Consultant Services

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- Program Management
- Construction Management
- Surveying
- Mapping
- Preliminary Engineering
- Engineering
- Design
- Environmental
- Architectural



# Why Are We Here

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- Stewardship & Oversight Agreement
  - Between Federal Highway Administration (FHWA) & Caltrans
- Master Agreement
  - Between Local Agencies and Caltrans
- Code of Federal Regulations (CFR)
- California state laws
- Local Assistance Procedures Manual (LAPM)



# Reviews & Audits

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- Performance Reviews
  - Performed by Caltrans
- Oversight Process
  - A&E Consultant Contract Form
- Financial Document Review (FDR)
  - Performed by the Independent Office of Audits & Investigations (IOAI)
  - For contracts  $\geq$  \$1M
  - Review includes the Indirect Cost Rate (ICR) acceptance



# IOAI Information

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## Financial Document Review form

- Instructions for Requesting A&E Consultant Indirect Cost Rate (ICR) Financial Document Reviews (FDR) | IOAI (ca.gov)
- <https://ig.dot.ca.gov/resources/instructions-fdr-icr>

## IOAI Contact Info

[conformance.review@dot.ca.gov](mailto:conformance.review@dot.ca.gov)



# Written A&E Policies & Procedures

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- Prescribed by Caltrans Division of Local Assistance
- Agencies must adopt LAPM Chapter 10.1
  - Formal letter or resolution
- 23 Code of Federal Regulations 172.5
- Provided and Required by LAPM Chapter 10.1



# A&E Consultant Procurement

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- Qualifications-Based Selection (QBS), not cost
- Federally-funded: Checklist of procurement steps, use as job-aid guidance on required items
  - Planning, open competition, selection, financials, contract execution, documentation, amendment
  - <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ae/files/procurement-checklist.docx>
- State-funded only & Non-A&E checklist upcoming



# Solicitation - RFP/RFQ Review Checklist

- Request for Proposal (RFP)
- Request for Qualification (RFQ)
- Job-aid checklist
  - <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ae/files/rfp-rfq-review-checklist.docx>



# Compliance Data

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- Annual process reviews
- Areas of low compliance
  - Independent Cost Estimate
  - Cost Analysis
  - Records of Negotiations
  - Consultant in a Management Support Role (CMSR)
    - Requires FHWA approval
- Training/Information videos available
  - <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/consultant-selection-procurement>



# DBE

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- DBE goal and commitment required for all federally-funded contracts
- Forms: 9-D, 10-I, 10-O1, 10-O2, 10-G, 17-F, 17-F1
- Questions/inquiries: Contact DLA Office of Local Civil Compliance

[Local.Compliance@dot.ca.gov](mailto:Local.Compliance@dot.ca.gov)



# A&E Consultant Contract Form Submittal

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- What Is It?
  - Oversight mechanism
  - Acceptance tool
- Why Is It Needed?
  - Federal regulations
  - State laws
- Who Needs To Submit It?
  - Local Public Agencies

# A&E Consultant Contract Form Submittal

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- When To Submit?
  - Prior to contract award or after award but no later than the first invoice
- How To Submit?
  - Sign up & Activate Account
  - Email [aeoversight@dot.ca.gov](mailto:aeoversight@dot.ca.gov) and request account
  - Submit online at <https://dla.dot.ca.gov/fmi/webd/AE%20Consultant%20Contract%20Form>

## Quick Start Guide

A&E Consultant Contract Form has changed to an online submission platform. This quick start guide is meant to provide a quick visual guide to the User Guide.

# HOME SCREEN

### Instructions

Click to view instructions for A&E Consultant Contract Form

### A&E Consultant Contract Form

Click to complete the form

### Summary List

List of all submitted forms

The screenshot shows the home screen of the A&E Consultant Contract Form. At the top, there is a dark blue header with the title "A&E Consultant Contract Form" and several utility icons on the right. Below the header, there are two main buttons: "A&E Consultant Contract Form" (with a document icon) and "Summary List" (with a list icon). Callout lines point from the text labels above to these buttons. Below the buttons, a dark blue banner contains a welcome message and detailed instructions. The bottom of the page features a wide landscape image of mountains and a footer with the Caltrans logo and accessibility information.

# A&E Consultant Contract Form Overview

Project Information

Procurement

Local Assistance Procedures Manual A&E Consultant Contract Form

**A&E Consultant Contract Form**

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**PROJECT INFORMATION**

Amendment

Agency Locode

Contract Administrator Name  Phone  ext.

Email

Funding Source  Federal/State Project No.  Format: XXXX(YYY)

Contract/Solicitation No.  Original Contract Amount

Contract Type

Contract Start Date  End Date

Consultant Name

Type of A&E service(s) procured

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**PROCUREMENT**

**Procurement Planning**

**Policies & Procedures**  
Local Agency has adopted the written policies and procedures prescribed by Caltrans for the procurement, management, and administration of A&E consultant services.

**Conflict of Interest**  
Local Agency maintains a written code of conduct governing the performance of its employees engaged in the award and administration of A&E contracts, including the prevention of conflicts of interest.

**Retain Records and Supporting Documentation**  
Document and retain supporting documentation of the solicitation, proposal, evaluation, and selection of the consultant. Agency to retain negotiation activities used in the analysis of cost.

**Consultant in a Management Support Role (CMSR)**  
The consultant contract's scope of work includes a CMSR

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**Full and Open Competition**

**Procurement Method**

Competitive Negotiation

Non Competitive Negotiation (Requires Exhibit 12 F PIF for a federally funded contract)

**Solicitation Details**

Public Announcement/Public Advertisement/Public Forum

Evaluated a minimum of 3 qualified firms or provide justification and documentation

Criteria for evaluation established and published

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**Qualifications Based Selection and Evaluation Criteria**

Evaluated consultant proposals based on the same criteria established & published within the solicitation

Cost was not used as a basis for evaluation

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**Cost is Fair and Reasonable (Financial Items)**

An Independent Cost Estimate (ICE) was prepared prior to negotiations

**Method of payment specified in the contract (Select One Method)**

Cost Plus Fixed Fee  Specific Rates of Compensation

Lump Sum  Cost per Unit of Work

Cost Analysis. Local Agency ensures consultant costs are allowable in accordance with the Federal cost principles

Consultant's & subconsultant's indirect cost rates (ICR) accepted by Independent Office of Audits & Investigations (IOAI) for contract amount \$1M or greater \*

\* Provide Prime Consultant Firm's Acceptance ID #  Do not include ICR

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Negotiations on Cost & Fee. Cost is fair & reasonable to the Local Agency

Contract Provisions include Fiscal and applicable State and Federal Provisions.

Disadvantage Business Enterprise (DBE) only for federally funded contracts

Home Button

Submit Button

Procurement Planning

Full and Open Competition

QBS and Evaluation Criteria

Cost is Fair and Reasonable

# Be sure to...

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- Familiarize yourself with LAPM Chapter 10 and substantial resources in A&E webpage
- Go over the consultant procurement checklist prior to starting the procurement process
- Contact District Local Assistance engineer first for A&E questions or concerns
- Contact IOAI for Financial Document Review questions
- Contact Office of Local Civil Compliance for DBE questions

# Must Visit Top Links

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## Our Website

- <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/consultant-selection-procurement>

## LAPM Forms

- <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-procedures-manual-forms>

## IOAI Financial Document Review Form request

- <https://ig.dot.ca.gov/resources/instructions-fdr-icr>



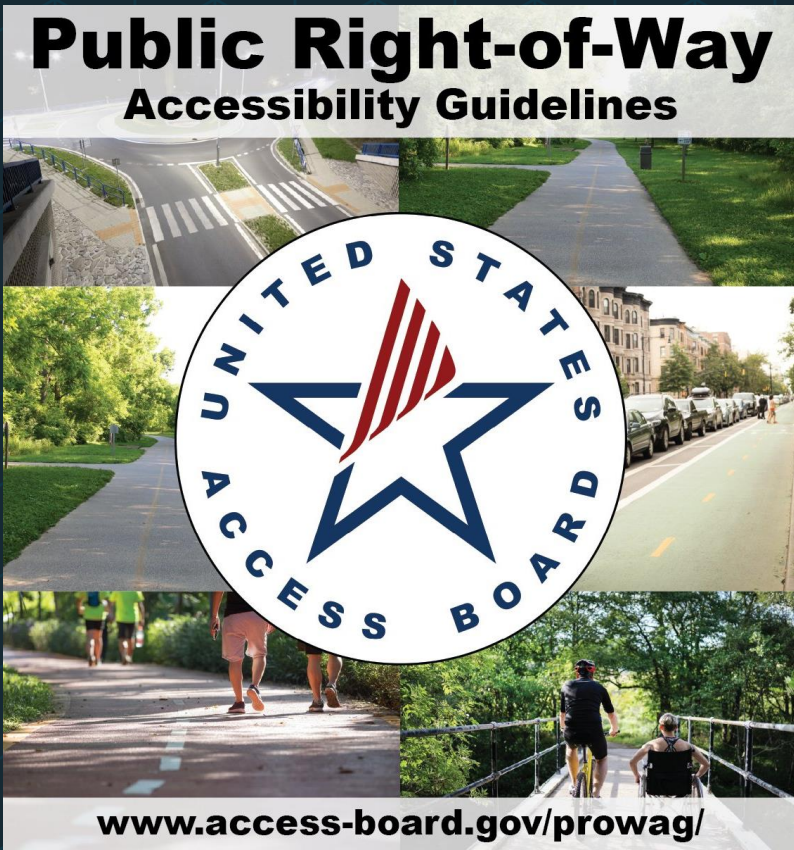
# Thank You

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Contact Caltrans Division of Local Assistance  
Architectural & Engineering Oversight unit  
[aeoversight@dot.ca.gov](mailto:aeoversight@dot.ca.gov)

Matthew Sapp – [Matthew.Sapp@dot.ca.gov](mailto:Matthew.Sapp@dot.ca.gov)  
CC your local area engineer





# Public Right-of-Way Accessibility Guidelines (PROWAG)



The Access Board began developing accessibility guidelines for pedestrian facilities in the public rights-of-way (ROW) shortly after the ADA was enacted in 1990

1992: The Board issued proposed guidelines for state and local government facilities, including pedestrian facilities in the ROW, followed by interim guidelines in 1994

1998: The Board issued its first final guidelines for state and local government facilities without public ROW requirements due to concerns expressed through public comments

June 17, 2002 – The Board released draft guidelines for public comment

1990

1992

1998

2002



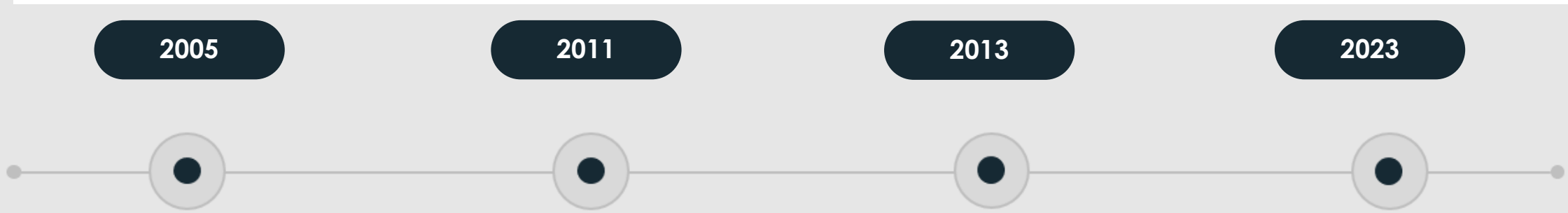
November 23, 2005 – The Board released revised draft guidelines for purposes of gathering information for a cost analysis

July 26, 2011 – The Board issued a notice of proposed rulemaking (NPRM) for public comment

February 13, 2013 – The Board issued a supplemental notice of proposed rulemaking (SNPRM) for public rights-of-way to address shared use paths

**August 8, 2023 – Board published PROWAG final rule.**

**September 7, 2023 – PROWAG Final Rule Became Effective**



# Chapters

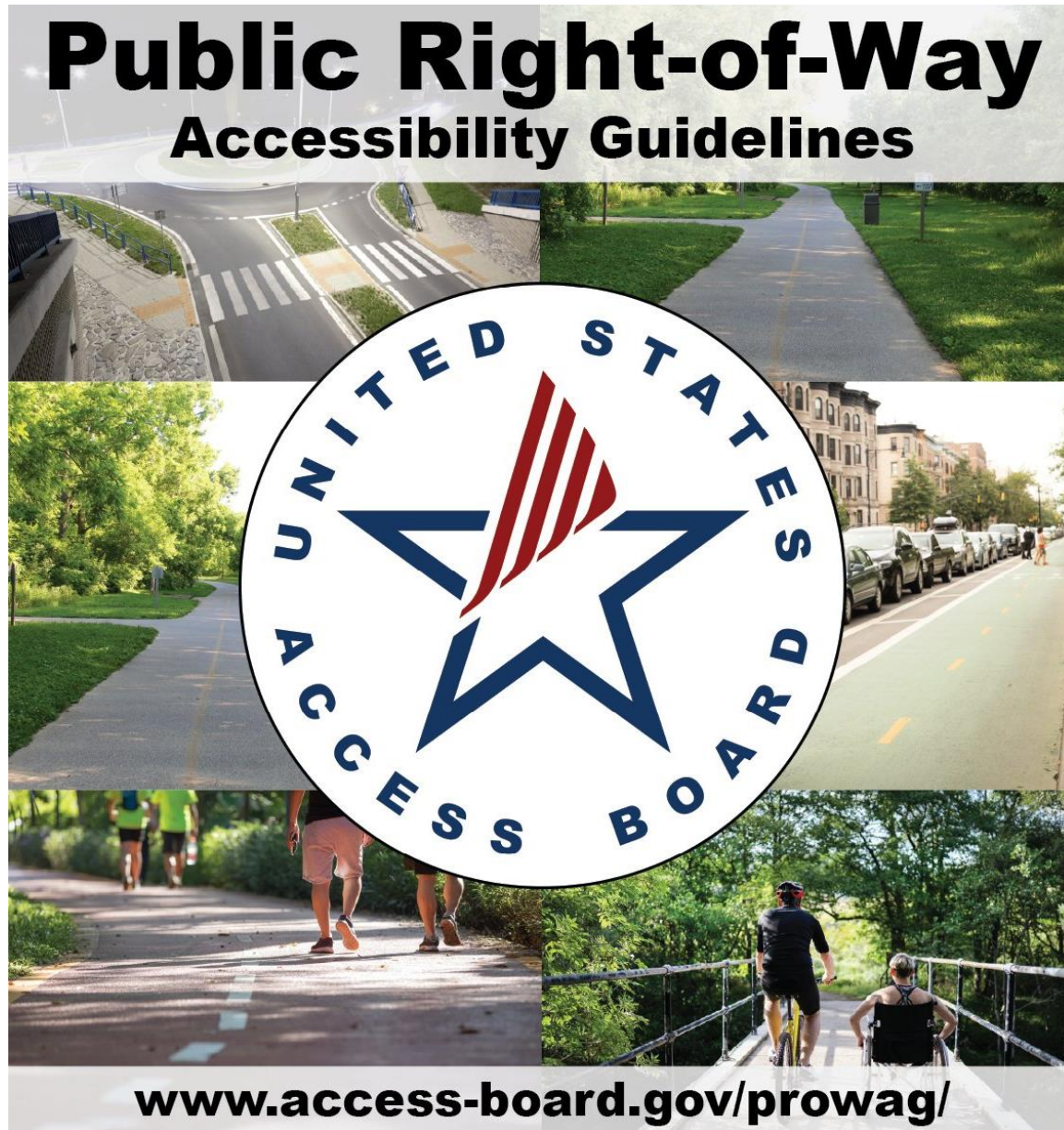
Chapter 1: Application and Administration

Chapter 2: Scoping Requirements

Chapter 3: Technical Requirements

Chapter 4: Supplemental Technical Requirements

## Public Right-of-Way Accessibility Guidelines



[www.access-board.gov/prowag/](http://www.access-board.gov/prowag/)

# Topics Covered

- Pedestrian access routes
- Alternate pedestrian access routes
- Protruding objects and vertical clearance
- Sidewalks
- Street furniture
- Curb ramps and blended transitions
- Detectable warning surfaces
- Crosswalks
- Accessible pedestrian signals
- Pedestrian signal timing
- Pedestrian overpasses and underpasses
- Transit stops and transit shelters
- On-street marked or metered parking
- Passenger loading zones
- Stairs and escalators
- Handrails
- Street furniture, including public toilets, tables, counters, benches, drinking fountains
- Pedestrian signs
- At Grade Rail Crossings

# Summary of changes from proposed text

- Removed all references to the Manual on Uniform Traffic Control Devices (MUTCD)
- Removed all advisories
- Expanded definition section
- Clarified the distinction between new construction and alteration
- Revised language for consistency with ADAAG & MUTCD where applicable
- Added detailed scoping for the placement of curb ramps
- Expanded requirement for detectable warning surfaces
- Clarified scoping for accessible pedestrian signals(APS)
- Expanded treatment options for pedestrian street crossings at roundabouts
- Revised cross slope requirement
- Added visual contrast requirements at stair treads and landings

# Removed All References to The MUTCD

## Example of MUTCD Standard in the Final Rule

### MUTCD 6F.63

#### Standard:

04 *Devices used to channelize pedestrians shall be detectable to users of long canes and visible to persons having low vision.*

05 *Where channelizing devices are used to channelize pedestrians, there shall be continuous detectable bottom and top surfaces to be detectable to users of long canes. The bottom of the bottom surface shall be no higher than 2 inches above the ground. The top of the top surface shall be no lower than 32 inches above the ground.*

### FINAL RULE

#### R303.6 Detectable Edging of Channelizing Devices

Where a channelizing device is used to delineate an alternate pedestrian access route, continuous detectable edging complying with R303.6 shall be provided throughout the length of the route.

# Removed All Advisories

## Advisory on Placement of Detectable Warning Surfaces

### NPRM

**Advisory R305.2 Placement.** Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 51 mm (2 in). Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

### FINAL RULE

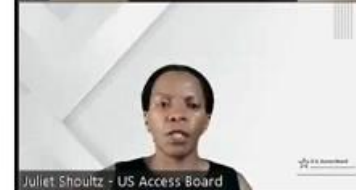
#### R305.2 Location

The location of *detectable warning surfaces* shall comply with R305.2. Where a concrete border is required for proper installation of a *detectable warning surface*, **a concrete border not exceeding 2 inches (51 mm) shall be permitted on all sides of the *detectable warning surface* except between the *detectable warning surface* and the edge of pavement where a setback is already permitted.**

# Expanded Definition Section

## Definitions - R104

- Removed “Vertical surface discontinuities” and addressed this concept as “changes in level” consistent with ADAAG
- Added a definition for “Block perimeter” to clarify on-street parking requirements
- Added a definition for “Boarding platform”
- Added a definition for “Crosswalk” to clarify the NPRM reference to “pedestrian street crossing”



# Clarified

## Alteration vs New Construction

**Alteration or altered.** A change to or an addition of a pedestrian facility in an existing, **developed** public right-of-way that affects or could affect pedestrian access, circulation, or usability

**Developed.** Containing buildings, pedestrian facilities, roadways, utilities, or elements



# Example of Better Consistency with ADDAG

## NPRM

**R202.3.1 Existing Physical Constraints** Where existing physical constraints **make it impracticable** for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, **right-of-way availability**, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

## FINAL RULE

**R202.3 Existing Physical Constraints** In alterations, where existing physical constraints **make compliance with applicable requirements technically infeasible**, compliance with these requirements is required to the maximum extent feasible. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.

# Roundabout Treatments

## Clarified Edge Detection at Roundabouts

### FINAL RULE

**R306.4.1 Edge Detection** is required on the street side edge of the pedestrian circulation path at the approach and along the circulatory roadway of the roundabout where crossing is not intended.



# Cross Slope Requirements

## Cross Slope of PAR contained within a crosswalk

### **NPRM R302.6**

### **FINAL RULE R302.5**

- **R302.5.2.1** With Yield or Stop Control Devices. 1:48 (2.1%) max.
- **R302.5.2.2** At Uncontrolled Approach. 1:20 (5.0%) max.
- **R302.5.2.3** With Traffic Control Signal or Pedestrian Hybrid Beacon. 1:20 (5.0%) max.
- **R302.5.2.4** Midblock and Roundabout Crosswalks. No greater than the street grade.

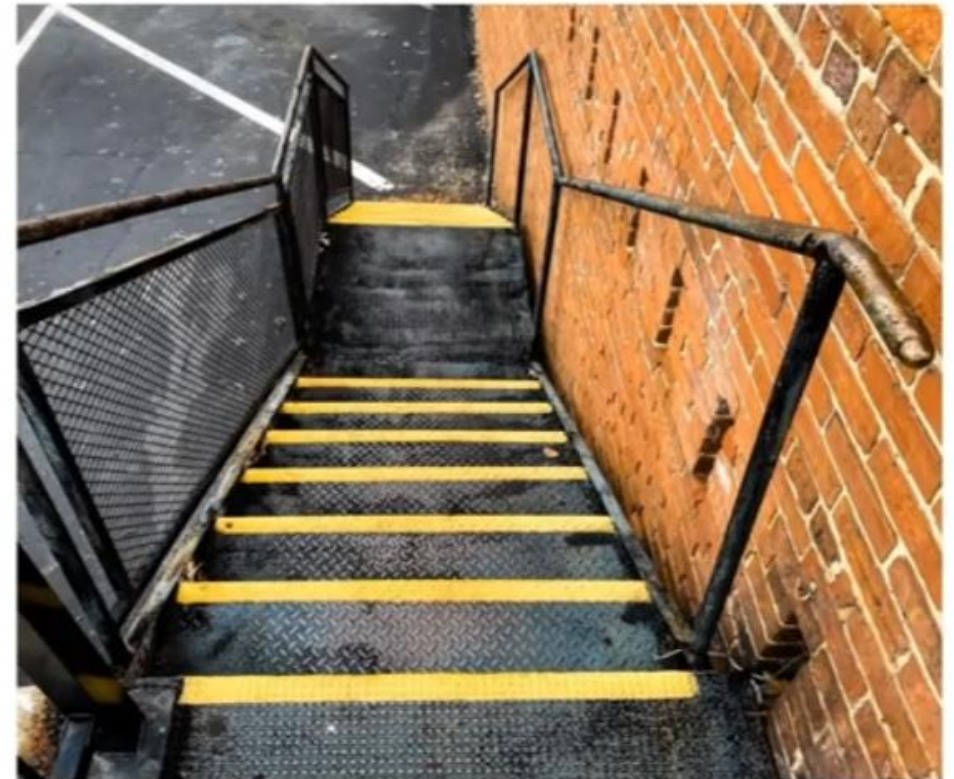


# Stair Treads

## Visual Contrast on Stairs

**Visual Contrast.** Leading edge of each step tread and top landing must be marked by a stripe.

The stripe must be 1 inch wide minimum and contrast visually with the rest of the step tread or circulation path surface either light-on-dark or dark-on-light.



# One More Thing: Talking Signs

## Alternate Pedestrian Access Route Signs

### R303.2 Signs

Signs identifying alternate *pedestrian access routes* shall be provided in advance of decision points and shall comply with R410. **Proximity actuated audible signs or other non-visual means within the *public right-of-way* of conveying the information that identifies the alternate *pedestrian access route* shall also be provided.**



# When will the PROWAG Final Rule be enforced? Does my agency have to make changes to our current projects?

Letter Issued by FHWA

**ACTION:** DOT has announced in its [regulatory agenda](#) that it intends to issue a Notice of Proposed Rulemaking (NPRM) to adopt the PROWAG into its regulations in 2024. It is difficult to provide a timeline for completing this process. In the meantime, people and agencies should be aware that DOT and DOJ regulations adopting standards for the accessibility of pedestrian facilities in the public rights-of-way must be “consistent with” the Access Board’s final PROWAG rule and that the Board’s final PROWAG rule, while not yet enforceable under the ADA, establishes “minimum” guidelines. Please make your state and local public entities aware of this development.

# When will the PROWAG Final Rule be enforced? Does my agency have to make changes to our current projects?

Letter Issued by FHWA (continued)

Until DOT and DOJ adopt accessibility standards for pedestrian facilities in the public right-of-way, public entities have some degree of flexibility in determining how they will comply with the general obligation under Title II of the ADA to ensure that their facilities are “accessible to and usable by” individuals with disabilities. Public entities are not required to adopt the Final PROWAG at this time but may turn to different resources for guidance when determining how to ensure accessibility, including the Final PROWAG, DOJ’s 2010 ADA Standards for buildings and sites for guidance on similar issues that arise in the public right-of-way, or other accessibility resources.

# When will the PROWAG Final Rule be enforced? Does my agency have to make changes to our current projects?

- ▶ PROWAG and the MUTCD
  - ▶ U. S. Access Board issued PROWAG Final Rule August 8, 2023
  - ▶ PROWAG and MUTCD 11th Edition rulemakings were done concurrently
    - ▶ Timing precluded inclusion of new PROWAG requirements in the new MUTCD
  - ▶ PROWAG is not a Federal standard
    - ▶ Not enforceable under the *Americans with Disabilities Act*<sup>1</sup> until the U. S. Department of Justice (USDOJ) and the USDOT adopt it
  - ▶ After the USDOJ adoption of PROWAG, FHWA will commence rulemaking to revise the 11th Edition to reflect PROWAG requirements

<sup>1</sup> Public Law 101-336.

# When will the PROWAG Final Rule be enforced? Does my agency have to make changes to our current projects?

## CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INTRODUCTION

### Option:

<sup>26</sup> In cases involving new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) may be in accordance with previous traffic control device standards of January 13, 2012, January 21, 2010 or September 26, 2006 California MUTCD or prior to that of MUTCD 2003 and MUTCD 2003 California Supplement or Caltrans Traffic Manual, if in the judgment of the engineer, incorporating the California MUTCD standards would impose a significant delay or a significant increase in costs for the project.

<sup>29</sup> All traffic control devices on existing highways and bikeways that have become non-compliant per California MUTCD adopted standards may remain in service through the end of their useful service life.

<sup>30</sup> To limit financial impact on agencies and for fiscal responsibility reasons, existing inventory of non-compliant traffic control devices may continue to be used until these inventories are depleted.

# When will the PROWAG Final Rule be enforced? Does my agency have to make changes to our current projects?

## CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES TIMELINE

**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)**

**Is PROWAG final rule included in the 11<sup>th</sup> edition of the Federal MUTCD: NO**

**Will FHWA issue revisions to the 11<sup>th</sup> edition of the Federal MUTCD: NO**

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

**Possible State Adoption Date for Federal MUTCD that Includes PROWAG Final Rule: 2030**



# Resources from US Access Board



## U.S. Access Board

@u.s.accessboard7394 · 4.06K subscribers · 43 videos

The U.S. Access Board is a federal agency that promotes equality for people with disabili...

[access-board.gov](https://access-board.gov) and 3 more links

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Online Resources from the U.S. Access Board [AD]

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Learn How to File an Architectural Barriers Act Complaint [AD]

267 views · 4 months ago



Welcome to the U.S. Access Board [AD]

932 views · 4 months ago



Public Right-of-Way Accessibility Guidelines: What's New in the Final Rule Text

2.2K views · 6 months ago



Chapter 4



Chapter 3



Chapter 2



Chapter 1

# Resources to Implement ADA Compliance

- Assistance
  - [ADA - Section 504 Program | Caltrans](#)
- Caltrans Local Assistance Procedure Manual (LAPM)
  - [Chapter 9 Civil Rights & Disadvantaged Business Enterprise](#)
  - [Chapter 11 Design Guidance](#)
- Caltrans Office of Civil Rights, ADA Infrastructure Program
  - [ADA Infrastructure Program | Caltrans](#)
- FHWA Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973 (504)
  - [Resource Center Technical Teams | Federal Highway Administration \(dot.gov\)](#)

# Useful Links

- [2010 U.S. DOJ ADA standards for accessible design](#)
  - [FHWA position on ADA implementation and Section 504](#)
  - [Discussion of major changes in ADA standards for accessible design](#)
  - [Dept of Justice ADA standards for accessible design](#)
  - [Current text of the ADA of 1990, including changes from ADA Amendments Act of 2008](#)
  - [Information on ADA-Section 504 from FHWA's Office of Civil Rights](#)
  - [ADA guidance on developing transition plans specifically for State and local government programs and services](#)
  - [Federal regulations covering nondiscrimination in State and local government programs and services for new construction](#)
  - [Federal regulations covering nondiscrimination in State and local government programs and services for existing facilities](#)
  - [ADA guidance on developing transition plans specifically for State and local government programs and services](#)
- [Information from FHWA Office of Civil Rights on ADA and Section 504 topics](#)



**PLANNING & MODAL PROGRAMS**

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**CALTRANS DIVISION OF  
LOCAL ASSISTANCE**

# THANK YOU

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# Closing Remarks



**Metro**

**Thank you for attending!**



**Metro**