

TECHNICAL ADVISORY COMMITTEE AGENDA

DATE:Thursday, August 25, 2022TIME:10:00 a.m. – 12:00 p.m.LOCATION:Hybrid - In person or Via Zoom at ICTC Offices

Chairperson: City of Brawley

Vice-Chair: City of Calipatria

In compliance with the Brown Act and Government Code Section 54957.5, agenda materials distributed 72 hours prior to the meeting, which are public records relating to open session agenda items, will be available for inspection by members of the public prior to the meeting on the Commission's website: www.imperialctc.org.

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PUBLIC COMMENTS

This is an opportunity for members of the public to address the Commission on any subject matter within the Commission's jurisdiction, but not an item on the agenda. Any action taken because of a public comment shall be limited to direction to staff. In compliance with the Assembly Bill 361, the meeting will be held remotely and in person. Each speaker should contact the Secretary to the Commission at (760) 592-4494 or by email to cristilerma@imperialctc.org. When addressing the Commission, state your name for the record prior to providing your comments. Please address the Commission as a whole, through the Chairperson. Individuals will be given three (3) minutes to address the Commission; groups or topics will be given a maximum of fifteen (15) minutes. Public comments will be limited to a maximum of 30 minutes. If additional time is required for public comments, they will be heard at the end of the meeting. Please remember to follow the Public Comment Code of Conduct: No profanity or obscenity, yelling or screaming, no slander or defamatory statements, no personal threats, or attacks, no hateful or demeaning language based on hate of a person's race, religion, sexual orientation, ethnicity, gender, or disability, respect all people that are present or watching, obey the direction of the Chair, Secretary to the Commission and ICTC Staff.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

(2)

DISCUSSION/ACTION ITEMS

1.	Introductions
2.	Action ItemAdopt resolution authorizing remote teleconference meeting in accordance withAssembly Bill 361
3.	Adoption of Minutes for June 23, 2022ACTIONRequesting a motion to adoptACTION
4.	2022 Walk to School Presentation 15 minutesPresented by Yoli Viviana Sanchez, Health Program Coordinator15 minutes
5.	 2023 Active Transportation Program Regional Guidelines and 20 Point Scoring Methodology ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any: 1. Approve the following methodology for assigning points of the 2023 Active Transportation Program Regional Guidelines: a. 20 points for projects that have been identified in an adopted local and/or regional plan; and
	b. Zero points for projects that have not been identified in an adopted local and/or regional plan.
6.	Surface Transportation Block Grant Program and Congestion Mitigation ACTION and Air Quality Program 2022 Project Selection for Programming in – FFY 2025/2026 ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:
	 Select and approve the next list of priority projects from the CMAQ program based on the recently completed Call for projects and program in the 2023 FTIP under FFY 2025/2026. Select and approve the next list of priority projects from the STBG program based on the recently completed Call for projects and program in the 2023 FTIP under FFY 2025/2026; and Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

ICTC TAC MEETING AGENDA

7. Proposed Distribution plan for the 2020 Cycle 3 & 2022 Cycle 4 Local **ACTION** Partnership Formulaic Program (LPP) ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any: 1. Approve a Proposed Distribution Plan for the Local Partnership Formulaic Program funds: a. Cycle 3 Option #1 Population and Maintained Mileage Distribution Plan or b. Cycle 3 Option #2 Flat Distribution Plan c. Cycle 4 Option #1 Population and Maintained Mileage Distribution Plan or; d. Cycle 4 Option #2 Flat Distribution Plan e. Authorize staff to open Call for Projects for the Local Partnership Formulaic Program Cycle 3 and Cycle 4 2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC). 8. **Caltrans Updates/ Announcements** 10 minutes Presented by Caltrans Staff 9. **SCAG Updates/ Announcements** 10 minutes Presented by SCAG Staff 10. **Cities and County Planning / Public Works Updates** 10 minutes All 11. **ICTC Updates / Announcements** 10 minutes Presented by ICTC Staff Transit Planning Updates 1. 2. **Transportation Planning Updates** 12. **General Discussion / New Business** 10 minutes

13. Adjournment

The next meeting of the ICTC TAC meeting is tentatively scheduled for September 22, 2022. For questions you may call Marlene Flores at (760) 592-4494 or contact by email at <u>marleneflores@Imperialctc.org</u>

2. ACTION ITEM

Adopt resolution authorizing teleconference meeting in accordance with Assembly Bill 361



1503 N. IMPERIAL AVE., SUITE 104 EL CENTRO, CA 92243-2875 PHONE: (760) 592-4494 FAX: (760) 592-4410

August 19, 2022

Technical Advisory Committee Imperial County Transportation Commission 1503 N. Imperial Ave Suite 104 El Centro, CA 92243

SUBJECT: Resolution authorizing remote teleconference meetings in accordance with Assembly Bill (AB) 361

Dear Chair and Committee Members:

ICTC has been conducting remote public meetings since the beginning of the COVID-19 pandemic in compliance with Governor's Orders N-29-20 and N-08-21. Governor's Orders N-29-20 and N-08-21 suspended the Ralph M. Brown Act's requirements for teleconferencing.

AB 361 will authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency. If the Technical Advisory Committee wishes to continue to offer a remote meeting option and to comply with AB 361, ICTC will need to adopt a resolution authorizing ICTC to host teleconference meetings in accordance with AB 361, if the Governor's declaration of a statewide emergency continues.

With ICTC Counsel's direction, the Executive Director forwards this item to the Technical Advisory Committee for review and approval after public comment, if any:

- 1. Approve the resolution of the Imperial County Transportation Commission authorizing remote meetings in accordance with the provisions of the State Assembly Bill (AB) 361.
- 2. Authorize the Chairperson to sign the resolution.

Sincerely,

David Aguirre Interim Executive Director

Attachments

MB/cl

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION AUTHORIZING REMOTE MEETINGS IN ACCORDANCE WITH THE PROVISIONS OF STATE ASSEMBLY BILL 361.

RESOLUTION NO._____

WHEREAS, the County of Imperial is committed to preserving and nurturing public access and participation in meetings of the Imperial County Transportation Commission and other public meetings subject to the Ralph M. Brown Act ("Brown Act"); and

WHEREAS, with the adoption of State Assembly Bill 361 ("AB 361"), section 54963(e) of the California Government Code was amended to make provisions for remote teleconferencing participation in meetings by members of a local legislative body, without compliance with the requirements of 54953(b)(3) of the California Government Code, subject to the existence of certain conditions; and

WHEREAS, a required condition is that a state of emergency is declared by the Governor pursuant to section 8625 of the California Government Code, proclaiming the existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by conditions as described in section 8558 of the California Government Code; and

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under 8625 of the California Government Code, that a state of emergency exists with regard to the novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the "reopening" of California on June 15, 2021 did not include any change to the proclaimed state of emergency or the powers exercised thereunder; and

WHEREAS, as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to section 8629 of the California Government Code to lift the state of emergency, either by proclamation or by concurrent resolution in the State Legislature; and

WHEREAS, the Local Health Officer for the County of Imperial has recommended that the local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19; and

WHEREAS, Imperial County Transportation Commission believes that it is in the best interest of the public to continue holding remote meetings during the existing state of emergency in accordance with the requirements of AB 361.

NOW, THEREFORE, the Imperial County Transportation Commission resolves as follows:

- (1) The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.
- (2) A proclaimed state of emergency exists as a result of the COVID-19 pandemic.
- (3) The Local Health Officer recommends that all local legislative bodies local legislative bodies that are subject to the Brown Act continue to meet remotely when possible, and that social distancing continues to provide a means by which to reduce the transmission of COVID-19
- (4) The staff of the Imperial County Transportation Commission are hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution, including implementing social distancing measures at meetings, and conducting meetings in accordance with section 54953(e) of the California Government Code, and other applicable provisions of the Brown Act.
- (5) This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of thirty (30) days from adoption of the Resolution or such time the Imperial County Transportation Commission takes action to extend the time during which it may continue to meet remotely without compliance with section 54953(b)(3) of the California Government Code.

PASSED AND ADOPTED by the Imperial County Transportation Commission, County of Imperial, State of California, this ______day of _____ 2021, by the following roll call vote:

Chair of the TAC

ATTEST:

CRISTI LERMA Clerk

3. ADOPTION OF MINUTES FOR JUNE 23, 2022

Requesting a motion to adopt



1503 N. IMPERIAL AVE., SUITE 104 EL CENTRO, CA 92243-2875 PHONE: (760) 592-4494 FAX: (760) 592-4410

TECHNICAL ADVISORY COMMITTEE DRAFT MINUTES

June 23, 2022

Present:

Guillermo Sillas Adriana Anguis Abraham Campos Lily Falomir Veronica Atondo Jesus Villegas Ramiro Barajas Ismael Gomez

Others:

David Aguirre Virginia Mendoza Marlene Flores Angela Delgadillo Phillip Ramirez Juan Manuel Cabrera Andrea Montano Felix De Leon Andres Miramontez Christian Rodriguez Angel Hernandez Alex Chavez Marco Coronel John Gay Nicole Falvey Alex Araiza **Rafael Reyes** David Salgado Alisha James Jacob Noonan Jessica Reyes Juarez

City of Brawley City of Holtville City of El Centro City of Calexico County of Imperial City of Imperial City of Westmorland Imperial Irrigation District

ICTC ICTC ICTC ICTC City of Brawley City of Brawley City of Brawley City of El Centro City of El Centro City of El Centro City of El Centro City of Holtville City of Imperial County of Imperial Caltrans Caltrans Caltrans SCAG SCAG SCAG SCAG

- 1. The meeting was called to order at 10:04 a.m. A quorum was present, and introductions were made. There were no public comments made.
- **2.** Adopted resolution authorizing remote teleconference meeting in accordance with Assembly Bill 361. ICTC requested a motion to adopt. (Atondo/Campos). **Motion Carried.**
- 3. A *motion* was made to adopt the minutes for May 26, 2022 (Atondo/Anguis) Motion Carried.

4. AB 1383 Discussion:

(Presented by: David Aguirre, ICTC)

- Mr. Aguirre stated to please disregard this item. It has already been discussed in the IVRMA TAC Meeting.

5. SCAG REAP 2.0 Presentation:

(Presented by: Jacob Noonan, SCAG)

- REAP 2.0 Grant was created in AB140 last fiscal year (2021-2022)
- There is \$600 million statewide available
- \$246 million is going to SCAG region's formula
- Funds need to be obligated by June 2024 and it was expended by June 2026
- Funds are for transformative planning focused on realizing Connect SoCal
- The objective is to leverage activities that can be implemented quickly and in line with community-driven, pandemic recovery
- Outreach and public comment April-May 2022; proposed adoption July 2022
- REAP 2.0 Application Timeline:
- Early Application-Submitted May 2022
- Actions: Outreach and Engagement for Program Development
- Full Application: must be submitted by December 2022
- Proposed Programs: Early Action Iniatives Housing Supportive Infrastructure CTC Partnerships
- Some outreach that has been done are SCAG Policy Committee Engagement, COG outreach, public agency engagement, public opinion survey, and public convenings
- Some next steps are virtual focus groups, listening sessions, industry forum, and one on one meetings
- If there are any more questions regarding SCAG REAP 2.0, please contact Alisha James, james@scag.ca.gov or David Salgado, salgado@scag.ca.gov

6. CRRSAA Funds Update:

(Presented by: Marlene Flores)

- Marlene Flores gave a brief update and congratulated that all imperial projects have been approved by CTC in the May 19th meeting.
- See below the link for CRRSAA process
- <u>https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/crrsaa/crrsaa-process</u>
- Please work with Caltrans District 11 Representative to submit all documents:
- CTC approval page
- Allocation Form: State Form, LAPM 25A attached
- ePPR

7. Caltrans Updates / Announcements:

(Presented by: Rafael Reyes & Alex Araiza)

As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Blvd were widened and improved to serve the expansion to the west

- The project is expected to be "Provide a safe and reliable transportation network that serves all people and respects the environment" substantially completed and open to traffic in late 2022. The total project cost is estimated at \$8.2 million.
- David Aguirre, ICTC, commented that if Caltrans can conduct updates to the council of Calexico to know the progress taking place.
- Various members from the group stated a concern of the SR-98 Widening Project regarding traffic control and adjusting the flow of traffic.
- Clean California Projects: District 11 will be delivering projects funded by the Clean California Grant Program. They include bus shelter improvements in Niland(SR111), and bus shelter installations in Calipatria(SR111), Brawley(SR86) and Holtville(SR115).
- Additionally, median island improvements in El Centro(SR86) and a gateway beautification project at SR-7/Nina Lee Rd just north of the Calexico Port of Entry are also included as part of this effort. The projects are expected to be completed by July 2023.
- Alex Araiza shared with the group that the D11 CAT Plan has completed its final review phase and is on track to be completed in summer 2022. Caltrans will feature the completed plan and products on a new webpage that will launch this summer as well.
- Bridge Investment Program (BIP): Applications Due Soon!
- The U.S. Department of Transportation (USDOT) issued a first notice of funding opportunity (NOFO) for the Bridge Investment Program (BIP) on June 10, 2022.
- BIP funding is separate from, and supplemental to, the \$5.3 billion in bridge formula funding distributed nationwide earlier this year.
- This NOFO seeks applications for three categories: 1. Planning Projects due July 25, 2022. 2. Bridge Projects (projects with eligible costs less than \$100 million) due September 8, 2022. 3. Large Bridge Projects (projects with eligible costs exceeding \$100 million) due August 9, 2022
- On May 24, 2022 the INACTIVE and Future Inactive list was updated. Action is required by the County of Imperial, as well as these two cities: Brawley and El Centro.
- For more information, please contact Rafael Reyes at <u>rafael.reyes@dot.ca.gov</u> or Alex Araiza at <u>alexander.araiza@dot.ca.gov</u>

8. SCAG Updates / Announcements:

(Presented by: David Salgado)

- Mr. Salgado shared an email from a one-on-one Local Data Exchange Meeting with SCAG staff.
- For more information regarding the Local Data Exchange Meeting please contact, <u>list@scag.ca.gov</u> or David Salgado, <u>salgado@scag.ca.gov</u>
- SCAG President Jan Harnik had the pleasure of hosting a recent meeting with Senate Transportation Committee Chair Lena Gonzalez (D-Long Beach) to discuss our region's housing and transportation budget priorities, such as the Regional Council's support for an augmentation to the Infill Infrastructure Grant program and using budget surplus dollars to fully fund the Active Transportation Program"
- Mr. Salgado shared with the group a presentation regarding (Economic) Forecast for Imperial County presented by Michael Bracken, Managing Partner & Chief Economist, and the REAP 2.0 presentation presented by Jacob Noonan.

9. Cities and County Planning / Public Works Updates:

No updates were given during the meeting.

10. ICTC Updates / Announcements

(Presented by ICTC Staff)

a. Transit Planning Updates

- In the process of pursing Federal Transit Funding to reinstate the free fare program that was ongoing during the pandemic.

b. Transportation Planning Updates

- 1. CMAQ & STBG Programming Status
 - Projects were programmed under Amendment #21-25.
 - Once FTIP Formal Amendment gives their approval by: SCAG, Caltrans and FHWA, local agencies can move forward.
- 2. FY 21/22 Federal & State Project Obligation Status

11. General Discussion / New Business

1. Going Dark in July

Next TAC meeting will be August 25, 2022 via Zoom at ICTC offices

12. Meeting adjourned at 11:56 a.m.

4. 2022 WALK TO SCHOOL PRESENTATION

Presented by: Yoli Viviana Sanchez,

Health Program Coordinator

5. 2023 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES AND 20 POINT SCORING METHODOLOGY



FAX: (760) 592-4410

August 19, 2022

ICTC Technical Advisory Committee Imperial County Transportation Commission 1503 N. Imperial Ave., Suite 104 El Centro, CA 92243

SUBJECT: 2023 Active Transportation Program Regional Guidelines and 20 Point Scoring Methodology

Dear Committee Members:

Imperial County Transportation Commission (ICTC) staff has been working with staff from the Southern California Association of Governments (SCAG) in the review of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S).

As a part of Senate Bill (SB) 1, the 2023 ATP Cycle 6 Call for Projects at the state level is expected to include about \$1.1billion funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding programming years include FY2023/2024, FY2024/2025 FY2025/2026 and FY2026/2027 funding years.

Per the 2023 guidelines issued by the California Transportation Commission (CTC), the program is divided into state and regional shares. Project applications that are not selected for funding from the state's share of the funds will be passed on to the other Metropolitan Planning Organizations (MPOs) for consideration for regional share funding.

The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
- Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

ICTC Technical Advisory Committee Imperial County Transportation Commission

Per the 2023 ATP Statewide Guidelines, Regional Program funding must be administered by Metropolatin Planning Organizations (MPOs) working with Regional Planning Agencies and Transportation Commissions like ICTC to recommend projects receiving ATP Regional funds.

(2)

In this sixt call for projects of ATP funds, SCAG does not intend to host a separate Call for Projects. Caltrans will instead forward grant proposals from the SCAG region that were not awarded funding at the statewide selection round for consideration in the Regional Program. Therefore, all project applications must meet the state's criteria and be submitted to Caltrans first. Imperial received a total of five (5) applications during Cycle 6. Imperial County has an approximate ATP Regional fund amount of \$1.2 million.

ICTC is responsible for scoring from within Imperial County for their consistency with plans adopted by local and regional governments within the county.

Assigning a methodology for assigning the twenty (20) points needs to be completed by ICTC. During past cycles, ICTC has established point scoring methodology with guidance of SCAG. For ATP Cycle six (6) ICTC staff is recommending the following scoring methodology: 20 points for projects that have been identified in an adopted local and/or regional plan; zero points for projects that have not been identified in an adopted local and/or regional plan.

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

- 1. Approve the following methodology for assigning points of the 2023 Active Transportation Program Regional Guidelines:
 - a. 20 points for projects that have been identified in an adopted local and/or regional plan; and
 - b. Zero points for projects that have not been identified in an adopted local and/or regional plan.

Sincerely,

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VIRGINIA MENDOZA Program Manager

6. STBG PROGRAM AND CMAQ PRGRAM 2022 SELECTION FOR PROGRAMMING IN - FFY 2025/2026



August 19, 2022

ICTC Technical Advisory Committee Imperial County Transportation Commission 1503 N. Imperial Ave Suite 104 El Centro, CA 92243

SUBJECT: Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Program 2022 Project Selection for Programming in – FFY 2025/2026

Dear Committee Members:

The Imperial County Transportation Commission (ICTC) has received revenue information for the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant Program (STBG) funding by staff at the Southern California Association of Governments (SCAG). There is a significant amount of changes coming on future programming of CMAQ and STBG funds due to the Corrective Action issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to Caltrans on Sub-Allocations.

Background

On April 16, 2021, as part of the certification of the 2021 Federal State Transportation Improvement Program (FSTIP), FHWA and FTA issued a corrective action to the California Department of Transportation (Caltrans) on the administration and sub-allocation of CMAQ and STBG funds by the metropolitan planning organizations (MPOs).

The corrective action also calls for the discontinuation of delegation of CMAQ project selection authority to the county transportation agencies as it is inconsistent with FHWA's CMAQ Interim Program Guidance Under MAP-21 dated November 12, 2013 (CMAQ Interim Guidance).

The date of compliance set forth by FHWA and FTA is June 30, 2023. However, <u>any project already</u> programmed in the 2023 FTIP will not need to adhere to these new compliance measures.

Approximately \$12.9 million was programmed over a three year-period beginning in FFY2022/2023 and ending in FFY2024/2025 in the last call for projects under the 2023 FTIP. There is still one more year in the quadrant in the 2023 FTIP which covers FFY 2025/2026.

An estimated \$4.3 million is available in FFY2025/2026 of both CMAQ and STBG. SCAG staff has recommended that the subregions proceed with a selection of projects based on the recently completed Call for Projects in 2022 and select the next list of priority projects from both CMAQ and STBG programs and program under FFY 2025/2026.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

Below are the estimated amounts for the CMAQ and STBG Programs under FFY 2025/2026:

CMAQ Funding Estimates				
FY2025/26	TOTAL			
\$1,732,034	\$1,732,034			

STBG Funding Estimates					
FY2025/26	TOTAL				
\$2,597,998	\$2,597,998				

*FFY 25/26 amounts shown for CMAQ and STBG are estimated apportionments

ICTC staff recommends TAC members to select the next list of priority projects from both CMAQ and STBG programs based on the recently completed Call for Projects. The attachments include a copy of both CMAQ and STBG scoring and ranking of the projects in the last call for projects in addition to the highest-ranking list of projects not selected for funding.

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

- 1. Select and approve the next list of priority projects from the CMAQ program based on the recently completed Call for projects and program in the 2023 FTIP under FFY 2025/2026;
- 2. Select and approve the next list of priority projects from the STBG program based on the recently completed Call for projects and program in the 2023 FTIP under FFY 2025/2026; and
- 3. Direct staff to program projects in the next available Federal Transportation Improvement Program Formal Amendment.

Sincerely,

Virgma Mendoza

VIRGINIA MENDOZA Program Manager

MV/mf

Attachment

Agency/Project					Scoring	Criteria			Total			
СМАQ	Priority of Project	Brawley	Calexico	Calipat	El Centro	Holtville	Imperial	County	100	Project Budget into Fiscal Years		
Brawley										FY2022-23	FY2023-24	FY2024-25
Traffic Signal Synchronization & Intelligent Transportation Systems	1		90	85	71	85	76	65	78.7	700,000		
Traffic Signal Synchronization & Intelligent Transportation Systems Phase I	2		90	73	67	73	71	61	72.5			
Traffic Signal Synchronization & Intelligent Transportation Systems Phase II	3		90	76	74	76	74	61	75.2			
Calexico												
Sidewalk Improvements Project Calipatria	1	40		62	56	62	47	46	52.2	230,000		
Calipatria												
S. Brown Avenue Roadway and Pedestrian Facilities Improvement Project	1	42	87		53	80	63	40	60.8		1,649,000	
El Centro												
Imperial Ave. Traffic Signal Synchronization Project	1	62	92	73		73	78	72	75.0		85,000	570,000
S. Imperial Ave. Extension Phase III	2	60	91	69		69	64	39	65.3			
Holtville												
East 9th Street Sidewalk Improvement Project from Ash Avenue to Oak Avenue	1	48	90	77	70		50	40	62.5	400,000		
Imperial												
Aten Boulevard Class II Bike Lane from Vilore Way to Austin Road	1	49	92	65	48	65		43	60.3	404,000		
Westmorland												
None												
County												
Main Street Improvements from Highway 111 to Memphis Avenue in Niland	1	65	93	94	75	94	51		78.7			1,164,000
Isis Avenue from First Street to Sixth Street Improvements (East Side) Project	2	66	93	94	75	94	51		78.8			
ICTC												
None												

STBG Agency/Project			Scoring Criteria Total							Total	Proje	ct Budget into Fisca	al Years
	Priority of Project	Brawley	Calexico	Calipat	El Centro	Holtville	Imperial	County	West morla nd	100	FY2022-23	FY2023-24	FY2024-25
Brawley													
B Street from Eastern Avenue to Palm Avenue	1		83	88	60	90	76	72		78.17		\$ 53,118	\$ 407,238
Calexico													
Cole Boulevard Rehabilitation Project	1	90		82	82	91	75	67		81.17	\$ 1,416,480		
Calipatria			-									-	
Main Street Roadway Improvements Project	1	65	80		70	93	64	43		69.17		\$ 298,150	
El Centro													
S. Imperial Ave. Extension Phase III	1	50	88	88		97	62	57		73.67			\$ 2,198,762
Holtville													
West 9th Street Improvement Project	1	60	82	95	60		72	62		71.83	\$ 53,000	\$ 587,000	
Imperial				-				-				-	
Aten Boulevard Rehabilitation Project from Vilore Way to Cross Avenue	1	60	84	68	45	58		58		62.17	\$ 1,136,520		
"P" Street Rehabilitation Project between Barioni Blvd and Aten Boulevard	2	70	78	75	65	69		61		69.67			
County													
Bowker Road Rehabilitation From McCabe Rd. to Interstate 8 to Ross Rd. Project	1	90	88	96	75	94	63			84.33		\$ 1,667,732	
Heber Road Rehabilitation from Hwy. 111 to 0.5 mi. East of Bowker Rd. Project	2	60	89	97	74	89	63			78.67			
Ogilby Road Rehabilitation From Interstate 8 to 2.3 mi. North of Interstate 8 Project	3	50	86	96	74	91	63			76.67			
Westmorland													
None													

7. PROPOSED DISTRIBUTION PLAN FOR THE 2020 CYCLE 3 & 2022 CYCLE 4 LOCAL PARTNERSHIP FORMULAIC PROGRAM (LPP)



1503 N. IMPERIAL AVE., SUITE 104 EL CENTRO, CA 92243-2875 PHONE: (760) 592-4494 FAX: (760) 592-4410

August 19, 2022

ICTC Technical Advisory Committee Imperial County Transportation Commission 1503 N. Imperial Ave Suite 104 El Centro, CA 92243

SUBJECT: Proposed Distribution plan for the 2020 Cycle 3 & 2022 Cycle 4 Local Partnership Formulaic Program (LPP)

Dear Committee Members:

The Imperial County Transportation Commission (ICTC) has received revenue information for the 2020 Cycle 3 and 2022 Cycle 4 Local Partnership Formulaic Program (LPP). There is a total of <u>\$1,549,000</u> available for Cycle 3 which includes three Fiscal Years (Fiscal Year 2020-21 through Fiscal Year 2022/23) and a total of <u>\$1,032,000</u> for Cycle 4 for Fiscal Years 2023/24 and 2024/25 for the Imperial County Region.

The purpose of the Local Partnership Program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Consistent with Senate Bill 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

	2020 Program Cycle 3	2022 Program Cycle 4			
FY 2020/2021	FY 2021/2022	FY 2022/2023	FY 2023/2024	FY 2024/2025	
\$507	\$535	\$507	\$516	\$516	
	Total Available: \$1,549,0	Total Availab	ole:\$1,032,000		

For Cycle 3 and Cycle 4, ICTC staff is proposing options to TAC members for the distribution of these funds. The distribution calculations proposed are Option 1- Population and Maintained Mileage Based Distribution and Option 2- Using a Flat Distribution in addition to Population and Maintained Mileage. The proposed distribution is similar to the Local Transportation Authority (LTA) formula distribution. ICTC staff prepared two possible distribution options for consideration.

CITIES OF BRAWLEY, CALEXICO, CALIPATRIA, EL CENTRO, HOLTVILLE, IMPERIAL, WESTMORLAND, IMPERIAL IRRIGATION DISTRICT AND COUNTY OF IMPERIAL

Cycle	3 Population and	Maintained Mile	eage Based Distrib	oution Plan Option #1
JURISDICTION	2021 TOTAL POPULATION	2021 MAINTAINED MILEAGE	SUB TOTAL ALLOCATION	TOTAL ALLOCATION
			• · · · · · · · · · · · · · · · · · · ·	•····
Brawley	27,320	87.47	\$196,985.68	\$196,985.68
Calexico	40,714	102.70	\$290,738.43	\$290,738.43
Calipatria	3,646	23.30	\$27,475.34	\$27,475.34
El Centro	44,693	136.51	\$321,578.59	\$321,578.59
Holtville	6,345	23.77	\$46,102.05	\$46,102.05
Imperial	19,884	80.55	\$145,093.27	\$145,093.27
Westmorland	2,338	9.19	\$17,031.65	\$17,031.65
Imperial County	35,083	2,572.15	\$503,994.98	\$503,994.98
Total	180,023	3,035.64	\$1,548,999.99	\$1,548,999.99

The following are the Proposed Distribution Plan options for the LPP funds:

Cycle 3 Flat Distribution Option #2

	2021 TOTAL	2021 MAINTAINED	FLAT		TOTAL
JURISDICTION	POPULATION	MILEAGE	ALLOCATION	ALLOCATION	ALLOCATION
Brawley	27,320	87.47	\$12,500.00	\$184,268.72	\$196,768.72
Calexico	40,714	102.70	\$12,500.00	\$271,969.01	\$284,469.01
Calipatria	3,646	23.30	\$12,500.00	\$25,701.59	\$38,201.59
El Centro	44,693	136.51	\$12,500.00	\$300,818.19	\$313,318.19
Holtville	6,345	23.77	\$12,500.00	\$43,125.80	\$55,625.80
Imperial	19,884	80.55	\$12,500.00	\$135,726.38	\$148,226.38
Westmorland	2,338	9.19	\$12,500.00	\$15,932.13	\$28,432.13
Imperial County	35,083	2,572.15	\$12,500.00	\$471,458.18	\$483,958.18
Total	180,023	3,035.64	\$100,000.00	\$1,449,000.00	\$1,549,000.00

Cycle 3 funds have to be programmed and allocated by June 30, 2023.

Cycle 4 Population and Maintained Mileage Based Distribution Plan Option #1

	2021	2021		
	TOTAL	MAINTAINED	SUB TOTAL	TOTAL
JURISDICTION	THPOPULATION	MILEAGE	ALLOCATION	ALLOCATION
Brawley	27,320	87.47	\$131,239.01	\$131,239.01
Calexico	40,714	102.70	\$193,700.49	\$193,700.49
Calipatria	3,646	23.30	\$18,305.07	\$18,305.07
El Centro	44,693	3 136.51	\$214,247.33	\$214,247.33
Holtville	6,34	5 23.77	\$30,714.86	\$30,714.86
Imperial	19,884	80.55	\$96,666.40	\$96,666.40
Westmorland	2,338	9.19	\$11,347.11	\$11,347.11
Imperial County	35,083	3 2,572.15	\$335,779.74	\$335,779.74
Total	180,023	3,035.64	\$1,032,000.01	\$1,032,000.01

(2)

ICTC Technical Advisory Committee Imperial County Transportation Commission

	Cycle 4 Flat Distribution Option #2							
JURISDICTION	2021 TOTAL POPULATION	2021 MAINTAINED MILEAGE	FLAT ALLOCATION	ALLOCATION	TOTAL ALLOCATION			
Brawley	27,320	87.47	\$12,500.00	\$118,522.05	\$131,022.05			
Calexico	40,714	102.70	\$12,500.00	\$174,931.07	\$187,431.07			
Calipatria	3,646	23.30	\$12,500.00	\$16,531.32	\$29,031.32			
El Centro	44,693	136.51	\$12,500.00	\$193,486.93	\$205,986.93			
Holtville	6,345	23.77	\$12,500.00	\$27,738.61	\$40,238.61			
Imperial	19,884	80.55	\$12,500.00	\$87,299.50	\$99,799.50			
Westmorland	2,338	9.19	\$12,500.00	\$10,247.58	\$22,747.58			
Imperial County	35,083	2,572.15	\$12,500.00	\$303,242.94	\$315,742.94			
Total	180,023	3,035.64	\$100,000.00	\$932,000.00	\$1,032,000.00			

Please note, <u>Cycle 3 funds have to be programmed and allocated by June 30, 2023.</u> Therefore, project proposals need to be separated between both cycles in order to meet the programming and allocation deadlines associated with each. In addition, Cycle 4 guidelines are anticipated to be approved the August California Transportation Commission (CTC) meeting. Once the Cycle 4 guidelines get approved, we can submit projects as early as August 18, 2022. Keep in mind that LLP funds require a 50% non-state fund match. The match requirement allows the use of local and federal funds as a match. Any fund that requires CTC approval, can not be used as match towards LPP funds.

ICTC staff developed the Proposed Distribution Plan Options for the LPP funds for discussion and recommendation. At the conclusion of the discussion, ICTC staff recommends that TAC members approve one of the Distribution plans with the intention of forwarding this item to the ICTC Management Committee and Commission. Please refer to the attached Program Guidelines and attachment B for both Cycles.

ICTC staff forwards this item to the Technical Advisory Committee for discussion and recommendation to submit to the ICTC Management Committee and Commission after public comments, if any:

- 1. Approve a Proposed Distribution Plan for the Local Partnership Formulaic Program funds;
 - a. Cycle 3 Option #1 Population and Maintained Mileage Distribution Plan or;
 - b. Cycle 3 Option #2 Flat Distribution Plan
 - c. Cycle 4 Option #1 Population and Maintained Mileage Distribution Plan or;
 - d. Cycle 4 Option #2 Flat Distribution Plan
 - e. Authorize staff to open Call for Projects for the Local Partnership Formulaic Program Cycle 3 and Cycle 4
- 2. Authorize staff to submit the recommended projects to the California Transportation Commission (CTC).

Sincerely,

Virgma Mendoja

VIRGINIA MENDOZA Program Manager

VM/mf Attachment

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.10, Information

Prepared By: Anja Aulenbacher Assistant Deputy Director

Published Date: June 17, 2022

Subject: Presentation of the Draft 2022 Local Partnership Formulaic Program Guidelines

Summary:

The 2022 Local Partnership Program will include two years of programming with \$400 million in funds (\$40 million formulaic incentive funding set-aside; \$216 million via Formulaic; and \$144 million via Competitive) covering Fiscal Years 2023-24 and 2024-25. The 2022 Local Partnership Program represents the fourth cycle of the Formulaic Program.

The draft guidelines were prepared by California Transportation Commission (Commission) staff in consultation with the California Department of Transportation (Caltrans), the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, and other public stakeholders. Following the initial Senate Bill (SB) 1 Programs kick-off workshop in August 2021, the Commission held seven public workshops to solicit stakeholder input and inform the 2022 Local Partnership Program Guidelines (formulaic and competitive). Each workshop was recorded and posted to the Commission's website.

Various topics were discussed during the workshops to inform the draft guidelines, including several suggestions to clarify language for existing policies. Key changes in these draft guidelines include: separated guidelines for the Formulaic and Competitive Programs; incorporation of the Technical Performance Measurement Methodology Guidebook which provides guidance on the quantification of program performance metrics; revised matching requirements for small jurisdictions; expanded project amendments section; a new deadline for programming project cost savings; and a streamlined project nomination form for supplemental funding requests. Commission staff wholistically considered equity and climate updates in the SB 1 program guidelines updates, and those changes are described in more detail in Book Item Reference 4.6.

Below is additional detail on key changes included in the draft 2022 Local Partnership Formulaic Program guidelines. In addition to the changes noted below, several changes were made to make the guidelines as clear as possible. Each of the guidelines changes listed below were developed through a collaboration with stakeholders and consensus on these changes was achieved through the Commission's public workshop process.

Revised Matching Requirements for Small Jurisdictions

The Local Partnership Program (formulaic and competitive) requires a match for all projects. Currently, taxing authorities with a voter-approved tax, toll, or fee that generates annual revenues of \$100,000 or less are only required to provide a match equal to twenty-five percent of the requested Formulaic Program funds. Only one taxing authority qualifies for the twenty-five percent match rate. Commission staff updated the policy to expand its impact, allowing taxing authorities that generate annual revenues of \$2 million or less to utilize the twenty-five percent match. This update will allow more small jurisdictions to better leverage their local funds.

Utilize Unused Incentive Funding to Offset Funding for New Taxes, Tolls, and Fees

The Formulaic Program includes incentive funding to reward new or renewed voter-approved self-help efforts and to incentivize jurisdictions to pursue future voter-approved tax measures, tolls, or fees. Commission staff updated the guidelines policy to ensure the amount of unused incentive funding redistributed to the Formulaic Program will first be used to offset the formulaic funding distribution of new taxes, tolls, or fees, and then to redistribute the remaining balance to eligible taxing authorities.

Allow Additional Flexibility for Supplemental Funding Requests

The Local Partnership Formulaic Program allows eligible taxing authorities to request supplemental funding for programmed projects. Due to the existing policy requirement that projects must be programmed in a previous cycle to be eligible for supplemental funding, most agencies were not able to take advantage of the policy. Commission staff updated the policy to allow a taxing authority to nominate projects programmed in the current cycle for supplemental funding. Another guidelines update now requires supplemental funding requests for pre-construction phases to be requested up to six months prior to the expenditure deadline.

Update Project Cost Savings Policy

Implementing agencies for the Formulaic Program are starting to deliver and complete the projects programmed with the Cycle 1 and Cycle 2 formulaic funding. Project cost savings in the Formulaic Program are returned to the eligible taxing authority. To ensure their continued compliance with the project cost savings policy, stakeholders asked Commission staff to clarify the recovery policy. Commission staff clarified the language to include the process for requesting cost savings. In addition, Commission staff added a new policy that requires a taxing authority to program and allocate returned project cost savings within twelve months of the Commission action to deprogram the cost savings.

Update Amendment Policy

Due to the flexibility of the Formulaic Program, the Commission allows implementing agencies to request a variety of amendments to assist with project delivery and to maximize the overall benefits of the Formulaic Program. Commission staff added detailed language to clarify existing amendment policies. For consistency with all Commission programs, the Formulaic Program will no longer consider scope changes after allocation of Construction phase funding. However, to provide added flexibility, a taxing authority may request to program additional funds to a project that has not yet allocated Formulaic Program funding.

Incorporation of the Technical Performance Measurement Methodology Guidebook

There are a number of required performance metrics, such as daily vehicle miles travelled, safety, and air quality that applicants must include in Local Partnership Program applications. Calculating the required metrics can be a challenge, especially for smaller transportation agencies.

In 2021, Commission staff led a workgroup of approximately 50 experts, including staff from Caltrans, regional agencies, local governments, and other organizations to identify required and optional performance metrics, and what methodology should be used to calculate each of the required metrics. The workgroup held six meetings over the course of approximately seven months to develop and reach consensus on the recommended performance metrics.

The Technical Performance Measurement Methodology Guidebook includes instructions on how to calculate all of the required performance metrics. Many Caltrans experts also provided technical expertise that was critical in being able to articulate a calculation methodology.

Addition of the Supplemental and Amendment Project Nomination Form

Taxing authorities that request additional funding for a programmed project should not have to resubmit the entire project nomination since most of the project details remain unchanged. Commission staff have added a streamlined project nomination form which applicants will use to update the project information related to the request for programming additional Formulaic Program funds.

Background:

SB 1 (Chapter 5, Beall, Statutes of 2017) created the Local Partnership Program. Assembly Bill 115 (Chapter 20, Committee on Budget, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. SB 1 continuously appropriates \$200 million annually to fund the Local Partnership Program. This legislation requires the Commission, in consultation with Caltrans, regional transportation planning agencies, local agencies and other transportation stakeholders, to develop guidelines.

The 2022 Local Partnership Formulaic Program Draft Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Local Partnership Program. Program Guidelines may be amended by the Commission after conducting at least one public hearing. The draft guidelines address legislative requirements, incorporate input received from various stakeholders, and include the Commission procedures for programming and project delivery.

The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees, tolls, or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding for the Local Partnership Program is divided into two programs: the Formulaic Program and the Competitive Program.

Commission staff would like to thank all of the stakeholders who attended the workshops and provided input into the draft guidelines.

Reference No.: 4.10 June 29-30, 2022 Page 4 of 4

Attachment:

• Attachment A: Draft 2022 Local Partnership Formulaic Program Guidelines

Reference No.: 4.10 June 29-30, 2022 Attachment A

2022 LOCAL PARTNERSHIP FORMULAIC PROGRAM GUIDELINES

DRAFT

Adopted August 17-18, 2022 Resolution G-xx-xx



California Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION 2022 LOCAL PARTNERSHIP FORMULAIC PROGRAM GUIDELINES TABLE OF CONTENTS

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I. Introduction

1A. Authority

The Road Repair and Accountability Act of 2017, (Senate Bill [SB] 1, Beall, Chapter 5, Statutes of 2017) created the Local Partnership Program and continuously appropriates two hundred million dollars (\$200,000,000) annually to be allocated by the California Transportation Commission (Commission) to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements. The Local Partnership Program was subsequently amended by Assembly Bill (AB) 115 (Committee on Budget, Chapter 20, Statutes of 2017) and AB 135 (Committee on Budget, Chapter 255, Statutes of 2017).

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Local Partnership Program. The Commission may amend these guidelines after first giving notice of the proposed amendments and conducting at least one public hearing. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission to comply with the amended guidelines.

Local Partnership Program guidelines were developed in cooperation with the California Department of Transportation (Caltrans), transportation planning agencies, county transportation commissions, local agencies, and other stakeholders, pursuant to Streets and Highways Code Section 2033.

2A. Purpose

The primary objective of the Local Partnership Program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements [as defined by Government Code Section 8879.67(b)]. Consistent with SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding [SB 1 Section 1(I)].

3A. Program Schedule

The following schedule lists the major milestones for the development and adoption of the Local Partnership Formulaic Program:

Milestone	Date
Publish proposed Formulaic Funding Distribution	June 24, 2022
Draft Guidelines presented to the Commission	June 29-30, 2022
Guidelines hearing	August 17-18, 2022
Adoption of the Guidelines and Formulaic Funding Distribution	
Call for Projects	August 17-18, 2022
Project nominations due (initial programming)	November 14, 2022
Release staff recommendations	January 11, 2023
Initial program adoption	January 25-26, 2023
Project nominations due (final deadline)	April 30, 2026

II. Eligibility

4A. Eligible Applicants

An eligible applicant under the Local Partnership Formulaic Program (Formulaic Program) is a local or regional transportation agency that has sought and received voter approval of taxes, tolls, or fees which taxes, tolls, or fees are dedicated solely to transportation improvements. To be eligible that agency must also administer those taxes, tolls, or fees.

5A. Eligibility Verification

Taxing authorities that have established eligibility prior to the adoption of these guidelines are listed in Appendix A.

Taxing authorities with new voter-approved tax measures, tolls, or fees that are potentially eligible for the Formulaic Program, must notify the Commission no less than six weeks prior to any future formulaic funding distribution adoption.

To verify eligibility, a taxing authority must submit the following information to the Commission:

• A cover letter signed by the taxing authority's Executive Director to affirm the taxes, tolls, or fees are dedicated solely to transportation improvements.

- A copy of the ordinance or resolution seeking voter-approval of the tax, toll, or fee.
- Ballot information.
- Election results (Official Statement of Votes Cast).
- For tolls, fees, and taxes other than sales taxes, a copy of the relevant section of the taxing authority's most recent audited financial statements indicating the revenue generated by the tax, toll, or fee, including posting location on the internet and information about how the revenues are reported to the State.

Upon receipt of all required documentation, the Commission will conduct a review and notify the taxing authority of the Commission's determination. The Commission may contact the taxing authority for additional information during the eligibility verification process.

Taxing authorities seeking verification of eligibility after adoption of the formulaic funding distribution must notify the Commission to be considered. If eligibility is established, an amendment to the funding distribution will be considered (refer to Section 9A. Distribution).

6A. Eligible Projects

Eligible projects for the Local Partnership Program will be consistent with subdivisions (a) and (b) of Government Code Section 8879.70, and Streets and Highways Code Section 2032(a). The Commission encourages projects that align with the state's climate and equity goals as well as those that identify and incorporate the installation of conduit or fiber, where appropriate and feasible, along strategic corridors.

Eligible projects shall include all of the following:

- A. Improvements to the state highway system including, but not limited to, all of the following:
 - Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;
 - New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
 - Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- B. Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.
- C. The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years. The acquisition of vans, buses, and other equipment necessary for

the provision of transit services for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.

- D. Improvements to the local road system, including, but not limited to, the following:
 - Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
 - New construction and facilities to increase capacity, improve mobility, or enhance safety; and
 - Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- E. Improvements to bicycle or pedestrian safety or mobility with an extended useful life.
- F. Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including management practices for capturing or treating urban runoff.
- G. For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.
- H. Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.
- I. Road maintenance and rehabilitation.
- J. Other transportation improvement projects.

III. Funding

7A. Funding and Programming Cycle

The Local Partnership Program receives \$200 million annually from the Road Maintenance and Rehabilitation Account and each program cycle will include two years of funding. The 2022 Local Partnership Program (Formulaic and Competitive) will include Fiscal Years 2023-24 and 2024-25. New cycles will be programmed every two years.

The Formulaic Incentive Funding of \$20 million will be set aside each fiscal year from the Local Partnership Program leaving \$180 million to be distributed annually, 60% via Formulaic and 40% via Competitive.
8A. Matching Requirements

Projects funded from the Formulaic Program will require at least a one-to-one match of private, local, federal, or state funds with the following exceptions:

- Taxing authorities with a voter-approved tax, toll, or fee which generates less than \$2 million annually are required to provide a match equal to 25% of the requested Formulaic Program funds. This exception is based on the revenue generated by the nominating agency's voter-approved taxes, tolls, or fees.
- For Soundwall only projects, the expenditure of local funds to complete the Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; and Right-of-Way phases may be used to meet the one-to-one match for the Construction phase.

For purposes of calculating the required match, the Commission will, except for State Transportation Improvement Program (STIP) funding, only consider funds that are not allocated by the Commission on a project specific basis.

Local Streets and Roads Program funding may be used; however, apportionments must be received from the State Controller's Office and the project must be eligible as outlined in the Local Streets and Roads Program Guidelines.

The matching funds must be expended concurrently and proportionally on the project phase programmed with Formulaic Program funds, except as noted below. Costs incurred prior to allocation will not be counted towards the match.

The Commission may, at the time of programming or allocation, approve nonproportional spending. For projects receiving federal funds, the non-proportional spending must be approved by the Federal Highway Administration prior to allocation. Adjustments will be made at project closeout to ensure matching funds were spent proportionally to the Formulaic Program funds.

9A. Distribution

Prior to each programming cycle, the Commission will adopt the formulaic distribution of funding for each eligible taxing authority rounded to the nearest whole thousand dollars. The Commission determines the formulaic funding amount for each eligible taxing authority with a voter-approved tax, toll, or fee that will be collected during the current programming cycle.

All taxing authorities eligible for formulaic funding will receive a minimum annual amount of \$200,000. The Commission may adjust this minimum funding in future programming cycles.

Distribution Factors

A. Revenue and Population

The Commission will determine the total amount of annual revenue generated from voter-approved sales taxes, voter-approved parcel or property taxes, voter-approved

tolls, and other voter-approved taxes dedicated solely to transportation improvements according to the most recent available data reported as follows:

- Local sales tax revenues: the sum of gross revenues for the most recent four quarters as reported for each local tax by the Department of Tax and Fee Administration.
- Parcel and property tax revenues: the revenues for the most recent fiscal year, as reported to the State Controller pursuant to Government Code Section 53891.
- Tolls and other tax revenues: the sum of revenues for the most recent fiscal year, as reported in the taxing authority's most recent audited financial statements.
- Population: the annual population estimate for cities and counties issued by the Department of Finance in May directly prior to the adoption of the formulaic funding distribution.

B. Geographic Location

The Commission will establish funding for northern California and southern California by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, voter-approved tolls, and other voter-approved taxes dedicated solely to transportation improvements and imposed in counties in northern California to the northern share; and by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, voter-approved parcel or property taxes, voter-approved parcel or property taxes, voter-approved tolls, and other voter-approved taxes imposed in counties located in southern California to the southern share. The determination as to whether a county is in northern or southern California shall be based on the definitions set forth in the Streets and Highways Code Section 187.

Southern Distribution. Program funds made available to the southern share will be distributed as follows:

- 75% based on the population of the county in which the taxing authority is located compared to the total population of southern California counties with voter-approved sales taxes dedicated solely to transportation improvements.
- 25% based on the total amount of sales tax revenue generated by the voterapproved sales tax measures dedicated solely to transportation improvements administered by the taxing authority compared to the total amount of sales tax revenue generated from voter-approved sales tax measures dedicated solely to transportation improvements in southern California.

Northern Distribution. Program funds made available to the northern share will be distributed as follows:

• Program funds generated by voter-approved parcel or property taxes, voterapproved tolls, and other voter-approved taxes, excluding sales taxes, dedicated solely to transportation improvements shall be distributed to the taxing authority based on the proportional share of revenues generated by the toll or tax by that entity in comparison to the total revenues generated by, voter-approved parcel or property taxes, voter-approved tolls, and other voter-approved taxes dedicated solely to transportation improvements in northern California.

- Program funds generated by voter-approved sales taxes dedicated solely to transportation improvements shall be distributed to the taxing authority as follows:
 - 75% based on the population of the county in which the taxing authority is located compared to the total population of northern California counties with voter-approved sales taxes dedicated solely to transportation improvements.
 - 25% based on the total amount of sales tax revenue generated by the voter-approved sales tax measures dedicated solely to transportation improvements administered by the taxing authority compared to the total amount of sales tax revenue generated from voter-approved sales tax measures dedicated solely to transportation improvements in northern California.

The following factors will be considered for calculating the funding distribution, as applicable:

- Where a city has a voter-approved local sales tax and is located within a county without a countywide sales tax, the Commission will adopt a formulaic funding distribution for the city based on the city's population and the city's sales tax revenue.
- Where a city has a voter-approved local sales tax and is located within a county with a voter-approved local sales tax, the Commission will adopt a countywide formulaic funding amount based on the county's population and the county's sales tax revenue; and a formulaic funding amount for the city based on the city's sales tax revenue.
- Where there are multiple eligible taxing authorities with a voter-approved local sales tax within a county (or counties) with a countywide sales tax, the Commission will adopt a formulaic funding distribution for each taxing authority based on the relative tax rates of each voter-approved sales tax.

Distribution Adjustments

The adopted formulaic funding distribution amounts for each taxing authority will not be adjusted mid-cycle to accommodate the inclusion of new voter-approved tax measures, tolls, or fees. Adjustments will be made to the total funding amount available for all taxing authorities in the subsequent cycle of the Formulaic Program except when unused incentive funding is redistributed (refer to Section 10A. Incentive Funding).

Taxing authorities that receive voter approval for new tax measures, tolls, or fees after adoption of the formulaic funding distribution, will be eligible to receive formulaic funding on the first day following the measure effective date.

• For taxing authorities with new voter-approved sales taxes, the formulaic funding shall be distributed based on 75% of the county's population in which the taxing

authority is located compared to the total population of the region's (Northern or Southern) counties with voter-approved sales taxes dedicated solely to transportation improvements.

• For taxing authorities with new voter-approved parcel or property taxes, voter-approved tolls, and other voter-approved taxes, excluding sales taxes, the formulaic funding shall be distributed based on the proportional share of the projected annual revenue of the voter-approved tax initiative in comparison to the total revenues generated by voter-approved parcel or property taxes, voter-approved tolls, and other voter-approved taxes in Northern California.

10A. Incentive Funding

The Formulaic Program recognizes new or renewed voter-approved self-help efforts and incentivizes jurisdictions to pursue future voter-approved tax measures, tolls, or fees. Incentive funding will be set-aside each fiscal year from the Local Partnership Program.

One-time incentive funding will be provided to jurisdictions that seek and receive voterapproval of new or renewed tax measures, tolls, or fees, if those tax measures, tolls, or fees meet the following criteria:

- Have a minimum period of ten years, and
- Are dedicated solely to transportation, and
- For sales taxes, are equal to or greater than one quarter cent.

The total amount of incentive funding awarded to jurisdictions will not exceed \$20 million annually. The incentive funding amount is based upon the projected annual revenue of the voter-approved tax, toll, or fee initiative. Incentive funding amounts will be a minimum of \$200,000 and may range up to a maximum of \$5,000,000 for each jurisdiction. Jurisdictions with a projected tax revenue of less than \$200,000 will receive the minimum incentive funding amount of \$200,000.

Should the sum of eligible incentive funding amounts (based on the above criteria) exceed \$20 million in any fiscal year, each incentive funding amount provided in that fiscal year will be reduced proportionally while still maintaining the \$200,000 minimum funding amount. If this occurs, the Commission may elect to provide funding equal to the reductions in the following fiscal year, if incentive funding is available (that is, if the incentive funding in that following year is not depleted).

Incentive funding will be made available to eligible jurisdictions in June of each year.

Unused Incentive Funding

Unused incentive funding will be redistributed as outlined below. If there are unused incentive funds in the last year of the programming cycle, those funds will be redistributed in the subsequent cycle.

- 1. Based on the program funding distribution (60% via formulaic and 40% via competitive).
- 2. The amount to the Formulaic Program will first be used to offset the formulaic funding distribution amounts of new tax measures, tolls, or fees added during the fiscal year. Then the remaining balance will be redistributed to eligible taxing authorities in the next fiscal year.
- 3. The amount to the Competitive Program will be redistributed in the last fiscal year of the Competitive Program programming cycle.

11A. Funding Restrictions

The Formulaic Program funds may be used for any capital project phase (Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; Right-of-Way; and Construction).

The Formulaic Program will only fund projects or project phases that are fully funded.

Projects on the state highway system and/or projects implemented by Caltrans require a Caltrans approved Project Report.

Supplemental Funding

A taxing authority may nominate an existing programmed project for supplemental funding if the project was allocated Formulaic Program funding and the supplemental funding is programmed to the same project phase.

Supplemental funding requests for pre-construction phases may be considered up to six months prior to the expenditure deadline.

Supplemental funding for the Construction phase must be programmed and allocated prior to contract award.

The supplemental funding may be to replace local funding already committed to the project, subject to the required match (refer to Section 8A. Matching Requirements).

To streamline the programming process, a taxing authority may request to program supplemental funds with a simplified project nomination submittal as outlined in Attachment 2. Taxing authorities requesting to add funding to an unallocated phase should refer to Section 21A. Amendments.

12A. Reimbursement

The Formulaic Program is a reimbursement program for eligible costs incurred. An implementing agency may begin incurring eligible costs upon allocation; however, reimbursement is dependent upon entering into an agreement with Caltrans. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

IV. Programming

13A. Screening Criteria

The Commission will include each project nominated by a taxing authority in the formulaic program of projects provided that the Commission finds the nomination meets the requirements of statute and Commission guidelines.

Project nominations will be screened for the following:

- Project eligibility.
- Nomination package is complete.
- Demonstrate the required funding match.
- Demonstrate that all other funds for the proposed project (segment or phase) are committed.

14A. Programming

The program of projects is a list of projects adopted by the Commission at the beginning of each programming cycle that shows the amount of Formulaic Program funds approved for each nominated project.

The Formulaic Program of projects for each fiscal year will include, at a minimum for each project, the nominating and implementing agency, project title, and the amount to be funded from the Formulaic Program. The program of projects will not include projects that request Formulaic Program funding that exceeds a taxing authority's formulaic funding distribution.

A taxing authority can nominate a project for inclusion in the program of projects by submitting a project nomination as outlined in Attachment 1. Projects nominated for inclusion in the Formulaic Program after the initial deadline will be amended into the program of projects with a subsequent Commission action.

Programming Requirements:

The Commission will program eligible project costs in the following phases: Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; Right-of-Way; and Construction.

For Caltrans implemented projects only, the cost of Right-of-Way support and Construction support will be separated out and programmed separately from the Rightof-Way capital and Construction capital costs.

The Commission will program and allocate funding to projects in whole thousands of dollars.

The Commission will program a project phase only if it finds that the phase itself is fully funded from a combination of Formulaic Program and other committed funding, or

uncommitted funding as outlined in Section 15A, and that the required match has been met. The Commission will regard funds as committed when they meet the requirements outlined in Section 15A.

A project nomination may identify an agency other than the eligible taxing authority to be the implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds as well as staying in compliance with Section 23A. Reporting Requirements.

These guidelines do not preclude the transfer of formulaic funding between eligible taxing authorities. Taxing authorities may agree to transfer their Formulaic Program funding by nominating a project in another county. The taxing authority must include a letter signed by all parties agreeing to the transfer as part of the project nomination.

Taxing authorities and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The Commission expects collaboration and cooperation between the taxing authority (nominating agency), implementing agency, and Caltrans for all projects on the state highway system.

Unprogrammed Formulaic Funding

If the initial program of projects adopted by the Commission does not program the full amount of a taxing authority's formulaic or incentive award funding, the balance will remain available for later program amendments supported by eligible project nominations until June 30, 2026 (first fiscal year of the subsequent programming cycle). The taxing authority must submit project nominations by April 30, 2026.

Unprogrammed funds must be programmed and allocated by June 30, 2026. Funds that remain unprogrammed and unallocated by the deadline will be redistributed to the Local Partnership Program. Where a project will not be ready for allocation, the implementing agency should request an extension of the allocation deadline (refer to Section 20A).

15A. Committed and Uncommitted Funds

The Commission will regard funds as committed when they are programmed by the Commission or when the taxing authority with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including Regional Surface Transportation, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by Federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Uncommitted funds may only be from the following competitive programs: Trade Corridor Enhancement Program, Solutions for Congested Corridors Program, Local Partnership Competitive Program, or a federal discretionary grant program. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed. The implementing agency must provide a project funding plan through the Construction phase that demonstrates the non-Formulaic Program funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

Projects programmed by the Commission in the Formulaic Program will not be given priority in other programs under the Commission's purview.

16A. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice to advance a project programmed in the Formulaic Program. Approval of the Letter of No Prejudice will allow the implementing agency to begin work and incur eligible expenses prior to allocation. The Letter of No Prejudice Guidelines are available on the Commission's website.

17A. Title VI Requirements

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq. ("Title VI") prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.

Projects programmed for Formulaic Program funds must comply with Title VI requirements:

The implementing agency assumes responsibility and accountability for the use and expenditure of program funds. Nominating agencies and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The implementing agency will ensure that no person or group(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded, or otherwise subject to discrimination, related to projects programmed and allocated by the Commission, regardless of whether the programs and activities are federally funded. The implementing agency will comply with all federal and state statutes and implementing regulations relating to nondiscrimination.

A current list of Title VI nondiscrimination and related authorities is available on the Commission's website at: https://catc.ca.gov/programs/equity-and-public-engagement/title-vi-information.

V. Delivery

18A. Allocations

When an agency is ready to implement a programmed project or project phase, the implementing agency will submit an allocation request to Caltrans (typically 60 days prior to an upcoming Commission meeting).

Allocation Submittal, Review and Approval Process

The following steps occur as part of the allocation approval process:

- 1. The implementing agency submits an allocation request to Caltrans typically 60 days prior to the Commission meeting where they wish to receive allocation approval.
 - a. If the project is to be implemented by an agency other than the taxing authority, the allocation request must:
 - Be signed by the implementing agency
 - Include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant (taxing authority) and implementing agency.
- 2. Caltrans will review the request and determine whether to recommend the request to the Commission for action.
- 3. The recommendation from Caltrans must include:
 - a. Determination of project readiness
 - b. Availability of appropriated funding
 - c. Availability of all identified and committed supplementary and matching funding
 - d. Consistency with the executed Baseline Agreement, if applicable
 - e. For a construction allocation recommendation, certification from Caltrans that the project's Plans, Specifications, and Estimate are complete, environmental and Right-of-Way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed. These projects are considered Ready to List (RTL) by Caltrans.

Requirements for Allocation

- A. In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for Plans, Specifications, and Estimate (design), Right-of-Way, or Construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, Right-of-Way, or Construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA).
 - The Commission, as a Responsible Agency, must approve the environmentally cleared project for future funding consideration. The submission forms for this approval are available on the <u>Commission website</u>.
- B. The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted Formulaic Program. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

- C. Construction phase and Construction Support phase allocations:
 - A project will not be placed on the Commission's agenda for an allocation of Construction and/or Construction support funds unless the project is ready to advertise.
 - When Caltrans is the implementing agency, Right-of-Way Support and Construction Support costs must be allocated separately from Right-of-Way capital and Construction capital costs.
 - The implementing agency must not award the Construction contract for a project until the Commission has approved allocation of the Formulaic Program funds for the project.
 - Agencies should not request a Construction phase allocation unless they are prepared to award contract(s) related to the allocation within six months of allocation approval.
 - Agencies that have Commission approval to use more than one contract to deliver the programmed project scope must request separate allocations for each independent contract.
- D. If a project or project phase is ready for implementation earlier than the fiscal year that it is programmed in the Formulaic Program, the implementing agency may request an allocation in advance of the programmed year. The Commission may approve an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

Allocation Adjustments

Allocated funds may be shifted between programmed project phases to accommodate cost changes within the following limits:

Any amount that is allocated for Project Approval and Environmental Documentation may also be expended for Plans, Specifications, and Estimate. In addition, an implementing agency may expend an amount allocated for Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; Right-of-Way and Construction for another allocated project phase, provided that the total expenditure shifted to a phase in this way is not more than 20 percent of the amount actually allocated for either phase. This means that the amount transferred by an implementing agency from one phase to another may be no more than 20 percent of whichever of the phases has received the smaller allocation from the Commission.

Shifting of allocated funds between phases will not impact the amount of Formulaic Program funding programmed to the project. An implementing agency must coordinate with Caltrans and receive the approval of all the partners that nominated the project before submitting allocation adjustment requests to Caltrans.

19A. Timely Use of Funds - Deadlines

The Commission expects that certain deadlines are met as programmed projects are implemented. If the expected deadlines are not met, and a time extension is not approved prior to the expiration of the funds (refer to Section 20A), the Formulaic Program funds will be deleted from the project phase and the funds will be redistributed in the subsequent Local Partnership Program cycle.

- <u>Allocation deadline</u>. Allocation for a programmed project phase must be requested in the fiscal year in which the funds are programmed. Funds programmed to a project expire on June 30 of the fiscal year in which the funds are programmed.
 - At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds, if necessary, to accommodate the proposed expenditure plan for the project.
- <u>Contract award deadline</u>. The Construction phase contract(s) must be awarded within six months of an approved allocation.
 - The implementing agency must not award the contract(s) for a project until the Commission has allocated the Formulaic Program funds programmed to the Construction phase and/or the Construction support phase.
- <u>Project expenditure deadline (pre-construction)</u>. Funds allocated for project development (Project Approval and Environmental Documentation; Plans, Specifications, and Estimate) or Right-of-Way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.
- <u>Project completion deadline</u>. After award of the construction contract(s) (project completion), the implementing agency has up to 36 months to complete (accept) the contract.
- <u>10-year requirement</u>. Projects must commence Right-of-Way acquisition or construction within 10 years of receiving pre-construction funding (Project Approval and Environmental Documentation; Plans, Specifications, and Estimate) through the Formulaic Program, or the implementing agency must repay the Formulaic Program funds. Repaid funds will be redistributed in the subsequent Local Partnership Program cycle.

20A. Timely Use of Funds - Extensions

The Commission will consider extending the deadlines stated in Section 19A with the following requirements:

- 1. No deadline will be extended more than once.
- 2. A request to extend any deadline outlined in Section 19A will be considered separately for each programmed project phase.
- 3. There is an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension.

- 4. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance.
- 5. The extension request cannot exceed the maximum period of delay identified in this section.
- 6. The implementing agency submits a time extension request to Caltrans typically 60 days prior to the Commission meeting where they wish to receive approval.
 - a. Except for the allocation of funds, all time extension requests must be received by Caltrans prior to the expiration dates indicated in Section 19A.
 - b. An allocation extension request must be approved by the Commission by June 30 of the fiscal year the funds are programmed.
- 7. The Commission will consider a time extension request when Caltrans provides the request and a recommendation on how to proceed.

If a time extension is not approved prior to the expiration of the funds, the Formulaic Program funds will be deleted from the project phase and the funds will be redistributed in the subsequent Local Partnership Program cycle.

Time extensions may be requested as follows:

- <u>Allocation extension (12 month maximum)</u>. An allocation extension may be requested if a project phase cannot be allocated in the fiscal year it is programmed.
- <u>Contract award extension (12 month maximum)</u>. A contract award extension may be requested if a Construction contract(s) cannot be awarded within six months of the Construction phase allocation.
- <u>Project expenditure extension (12 month maximum)</u>. A project expenditure extension may be requested if pre-construction phase expenditures (Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; and Right-of-Way) cannot be completed by the end of the second fiscal year following the fiscal year in which the funds were allocated.
- <u>Project completion extension (20 month maximum)</u>. A project completion extension for Construction phase completion may be requested if, after allocation, the implementing agency finds that project completion (including expenditures) will not occur within 36 months of construction contract award.

21A. Amendments

The Commission will consider amendment requests to assist agencies in implementing their projects and maximize the overall benefits of the Formulaic Program. Amendment requests must be submitted as soon as an implementing agency has identified a need for one and must include documentation that supports the requested change and its impact on scope, cost, schedule, and benefits (outputs and outcomes). Amendment requests are not guaranteed to receive approval.

The Formulaic Program amendments are defined as significant or minor updates, changes, or corrections to a programmed project including the information submitted in the project nomination package.

Schedule changes to a project will not be considered unless a time extension is approved (refer to Section 20A).

If there is a cost increase to the project, the implementing agency must submit an updated electronic Project Programming Request form that identifies the cost increase and the fund source that will cover the cost increase.

General Instructions for all Amendments:

Implementing agencies must notify Caltrans of proposed amendments. Amendment requests must be documented in writing and include the following:

- 1.) Detailed explanation of the proposed change.
- 2.) Reason for the proposed change. Provide documentation as applicable.
- 3.) Impacts to the project benefits (outputs and outcomes).
 - a. Provide a comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase, decrease, or no change.
- 4.) Revised electronic Project Programming Request form documenting the proposed changes and the amendment request.
- 5.) Written concurrence of the proposed amendment from all partners that nominated the project.

Caltrans will review the proposed amendments and present the agency's proposal along with Caltrans' written analysis and recommendation to Commission staff for Commission's approval.

Amendment requests include, but are not limited to, the following:

Scope changes

The Commission will consider changes to the approved scope submitted in the project nomination to assist agencies in implementing their projects and **to** maximize the benefits. The Commission and Caltrans should be notified as soon as possible of a potential change in project scope.

- Scope changes occurring before an allocation approval and deemed by Commission staff to be minor changes will be presented to the Commission as part of the project allocation request. Minor changes are those with little or no impact to the project benefits or those that increase the project benefits.
- Scope changes deemed by Commission staff to be significant changes, and the project benefits are less, will be presented to the Commission as an amendment with a Commission staff recommendation.

- The Commission will not consider scope changes after construction phase allocation.
- Scope changes to expand the scope due to savings at contract award must be submitted and approved by Commission staff prior to contract award (refer to Section 22A. Project Cost Savings).

Contract Separation

If the project is divided into more than one contract after programming, the Commission will consider a program amendment. The Commission and Caltrans should be notified as soon as possible if the project is divided into independent contracts.

- Each project phase must remain programmed in the fiscal year in which it was originally programmed.
- The amendment request must identify the scope, funding plan, and schedule for each contract. This includes contracts without Formulaic Program funding but delivering any portion of the project scope that was originally programmed.
- A separate electronic Project Programming Request must be submitted for each contract.
- The benefits (outputs/outcomes) that will be achieved should be described for all contracts combined.
- An agency may only request to separate contracts for a programmed project once during the life of a project.
- Contract separation must be approved prior to the construction allocation.

Reprogramming Formulaic Funding

The Commission will consider reprogramming Formulaic Program funds on a programmed project if the funds have not been allocated. Project cost savings will be reprogrammed consistent with the policy outlined in Section 22A.

- Requests to increase the amount of Formulaic Program funding on a programmed, unallocated project phase must be submitted prior to allocation of the project phase.
- Unused funds from an approved reprogramming action (i.e. when partial funds are deprogrammed from a project) will be returned to the taxing authority's unprogrammed Formulaic Program funding balance.
- The Commission will not consider reprogramming a deleted project in the same programming cycle.
- An allocation adjustment should be requested to reprogram allocated funds (refer to Section 18A).
- Requests for programming a new project or adding supplemental funds to an existing project should reference Attachment 1 and Attachment 2.

22A. Project Cost Savings

Project cost savings will be returned proportionally through a Commission action with the following requirements:

- Cost savings will be returned proportionally to the formulaic funding balance of the eligible taxing authority that nominated the project.
- The implementing agency must coordinate with Caltrans and the nominating agency to confirm the cost savings amount prior to a Commission action.
- The Commission will only consider a request to return cost savings after Caltrans submits the request with a recommendation to Commission staff. The recommendation from Caltrans must include confirmation of the cost savings and the amount to be returned.
- Cost savings returned to the taxing authority are available for programming after the Commission action.
- Returned cost savings must be programmed and allocated within twelve (12) months of the Commission action. Funds that remain unprogrammed and unallocated after twelve months will be redistributed in the subsequent Local Partnership Program.
- Cost savings will be returned proportionally unless the agency requests to use the savings on the same project to fund a cost increase on a subsequent programmed phase.

"Proportionally", when used in reference to project cost savings, means that savings will be returned based on the percentage contributed from each fund source. As an example, cost savings realized in a project phase that is funded 50 percent with Formulaic Program funds and 50 percent with local funds, the savings will go back to each "pot" of funds based on the percentage contributed to the project phase from each funding type.

Construction Phase Cost Savings

Cost savings at contract award may be used to expand the scope of the project. The expanded scope will be considered a scope change amendment and must be reviewed and approved by Commission staff prior to contract award (refer to Section 21A). All other contract award savings will be returned proportionally at project completion.

Cost savings at project completion must be returned proportionally except when an agency has, after project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming.

Cost Savings in Pre-construction Phases

The Commission must be notified in writing of cost savings in pre-construction project phases within the expenditure deadline (refer to Section 19A). Pre-construction phases

include Project Approval and Environmental Documentation; Plans, Specifications, and Estimate; and Right-of-Way.

VI. Reporting

23A. Project Reporting

SB 1 places responsibility on the Commission to track the performance of and report to the public how well funding recipients are delivering projects receiving Local Partnership Program funds. The reporting requirements are outlined in the <u>Commission's</u> <u>Accountability and Transparency Guidelines</u>.

24A. Project Tracking Database

Caltrans is responsible for developing, upgrading, and maintaining an electronic database record of the adopted Formulaic Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, expected benefits, and progress of the project and a map. The project information from the database will be accessible at www.RebuildingCA.ca.gov.

25A. Project Auditing

The audit requirements are outlined in the <u>Commission's Accountability and</u> <u>Transparency Guidelines</u>.

26A. Workforce Development Requirements and Project Signage

Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account funds will need to describe how projects will address participation and investment in new or existing preapprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access employment opportunities. Therefore, this information should be included in the semi-annual reports submitted to Caltrans.

Additionally, the implementing agency must, for all projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices. Information about signage can be found here: https://dot.ca.gov/programs/traffic-operations/pfi

VII. Attachments

Attachment 1: Project Nominations - Formulaic Program

Project Nomination Deadline

- Project nominations must be submitted to the Commission by November 14, 2022, to be included in the initial program of projects.
- The final deadline to submit project nominations to the Commission for subsequent programming is April 30, 2026.

General Submission Instructions

- All project nominations must be submitted by the deadlines listed above.
 - Project nominations submitted on November 14, 2022, or April 30, 2026, must be submitted at or before 11:59 pm.
- Project nominations will be treated in accordance with California Public Records Act requirements, and information subject to those requirements, may be publicly disclosed.
- Applicants must submit one (1) electronic copy of the project nomination package.
- Electronic copies should be sent via e-mail to LPP@catc.ca.gov. If electronic files are too large to send via a single e-mail, please break up the files and send via multiple e-mails.
- Each project nomination should be limited to 35 pages, excluding information requested in appendices.
- Each project nomination must utilize the letter convention as specified below.

A. Cover Letter

A cover letter must be submitted with the project nomination.

- The cover letter must be addressed to the California Transportation Commission's Executive Director and clearly identify the nominating agency or agencies and the implementing agency or agencies.
- The cover letter must include the signature of the Chief Executive Officer or other officer authorized by the nominating agency's governing board, authorizing and approving the project nomination.
 - Jointly nominated projects must have the duly authorized signatures of both agencies.
 - Where the project will be implemented by an agency or multiple agencies other than the nominating agency, the cover letter must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.

B. Screening Criteria

- 1) Eligible Project: Explain (no more than one or two paragraphs) how the project is eligible based on the categories outlined in the guidelines, Section 6A.
- 2) Electronic Project Programming Request (ePPR): The ePPR form must be included in the project nomination and list all funding match sources (federal, state, local, and private).
 - The Formulaic Program request and the required match should be clearly identified.
 - The information submitted in the ePPR must align with the project nomination.
 - The final version of the ePPR must be submitted ("draft" watermark not shown).
 - If the project is divided into more than one independent contract, a separate ePPR must be submitted for each contract.
- 3) Performance Metrics: The required Performance Metrics in Appendix C may be submitted as part of the ePPR.
 - Performance metrics must be applicable and relevant to the proposed project scope and support the narrative of the project.
 - The <u>SB 1 Technical Performance Measurement Methodology Guidebook</u> provides instructions on how to complete required performance metrics.

C. General Information

- 1) Overview: Provide a brief, one to three paragraph, non-technical description of the project. If the project includes multiple project modes, each project mode must be described.
- 2) Project Location: Provide a brief description of the project location(s) including city and county boundaries.
 - Provide a map (or maps) that clearly show(s) the project location(s).
 - Photos: Photos (rendering or actual) of the project location(s).
- 3) Scope: A clear, concise (no more than two paragraphs), publicly understandable description of the project scope to be programmed with Formulaic Program funding.
- 4) Project Benefits: A brief description of the project benefits including the outcomes proposed for funding. Include a list of outputs for the project.
 - Make sure the outputs listed here are consistent with the outputs submitted in the electronic Project Programming Request.
 - Projects requesting Formulaic Program funding in pre-construction phases only may include a brief description of the completed project's anticipated outcomes.

- 5) Nominating Agency/Implementing Agency Agreement (if applicable): Where the project is to be implemented by an agency other than the nominator, provide confirmation of the agreement between the project nominator and implementing agency.
- 6) Reversible Lanes: A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

D. Project Delivery

- 1) Delivery Method: Specify which delivery method is being used for the project. This can be one sentence but no more than one paragraph.
 - If a delivery method other than design-bid-build is used for the project, identify the delivery method used.
 - If the delivery method is unknown at the time of nomination, it should be noted in the project nomination and then reported as soon as it is known.
- 2) Contracts: If the project is divided into more than one contract which requires separate allocations, explain that in this section.
- 3) Schedule Risks: In narrative form or table format, list any potential risks and proposed mitigation strategies to keep the project on schedule.
 - The risks considered should include, but not be limited to, risks associated with deliverability, engineering issues, and funding commitments.
 - Examples of schedule risks include the need for geotechnical analysis or related concerns, complicated utility relocations, or land acquisition concerns.

E. Project Funding

Funding Plan: Provide the table below for all project phases. The table should be consistent with the information provided in the electronic Project Programming Request.

- Cost Estimates: A project cost estimate includes the amount and source of all funds committed to the project and the basis for concluding that the funds are expected to be available. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.
- Required Match: The project funding plan must include the required funding match (Section 8A) in each project phase where Formulaic Program funds are requested.
- Total Project Cost: Include the total project cost.
- If the project nomination is requesting Formulaic Program funding for preconstruction phases only, provide the estimated total project cost through the Construction phase.

- Uncommitted Funds: May only be from those programs outlined in Section 15A.
 - When uncommitted funding is proposed, the project nomination must address the plan for securing a funding commitment, explain the risk of not securing that commitment, and the plan for securing an alternate source of funding.

Fund Source	Committed or Uncommitted	Fiscal Year of Allocation (LPP-F)	PA&ED	PS&E	Right of Way	Con- struction	Total
LPP-Formulaic Request							
Example Fund #1 (match)							
Example Fund #2							
Total							

F. Other

- 1) Interagency Cooperation: Projects on the state highway system must provide evidence of cooperation between the nominating agency and Caltrans. (refer to Appendix D).
- 2) Transfer of Formulaic Program Funds Between Taxing Authorities: (if applicable) The project nomination must include a letter, addressed to the California Transportation Commission's Executive Director, that clearly identifies the following:
 - The taxing authority to which the funds are being transferred,
 - The project (title and scope) where funds will be programmed,
 - The implementing agency of the project, and
 - The amount of Formulaic Program funding being transferred.

The letter must include the signatures of both taxing authorities:

- Taxing authority transferring the funding: The Chief Executive Officer or another officer authorized by the taxing authority's governing board to authorize and approve the transfer.
- Taxing authority receiving the funding: The Chief Executive Officer or another officer authorized by the taxing authority's governing board to authorize and approve the acceptance of the transfer.

Attachment 2: Supplemental and Amendment Project Nominations -Formulaic Program

General Submission Instructions

- Project nominations will be treated in accordance with California Public Records Act requirements, and information subject to those requirements may be publicly disclosed.
- Applicants must submit one (1) electronic copy of the project nomination package.
- Electronic copies should be sent via e-mail to LPP@catc.ca.gov. If electronic files are too large to send via a single e-mail, please break up the files and send via multiple e-mails.
- Each supplemental or amendment project nomination should be limited to ten (10) pages and utilize the letter convention as specified below.

A. Cover letter

- A cover letter must be submitted with the supplemental or amendment project nomination.
- The cover letter must be addressed to the California Transportation Commission's Executive Director and clearly identify the nominating agency or agencies and the implementing agency or agencies.
- The cover letter must clearly identify the existing programmed project and briefly describe the supplemental or amending funding request (one or two sentences).
- The cover letter must include the signature of the Chief Executive Officer or other officer authorized by the nominating agency's governing board, authorizing and approving the nomination.
 - Where the project will be implemented by an agency or multiple agencies other than the nominating agency, the cover letter must include the signature(s) of the Chief Executive Officer or other authorized officer(s) of the implementing agency or agencies.

B. Screening Criteria

- The revised Electronic Project Programming Request (ePPR) form must list all funding match sources (federal, state, local, and private) and other committed funds.
 - The supplemental or amendment funding request and the required match should be clearly identified separately from the original Formulaic Program funding request.
 - The information submitted in the ePPR must align with this project nomination.

- The final version of the ePPR must be submitted ("draft" watermark not shown).
- If the original project nomination was divided into more than one independent contract, a separate revised ePPR must be submitted for each contract.
- If an ePPR was not part of the initial project nomination, one must be submitted for the project as part of this request.
- If applicable, include the revised Performance Metrics required in the initial project nomination.
 - If Performance Metrics were not part of the initial project nomination, they must be submitted for the project as part of this request.

C. General Information

- Overview: Provide the project title and implementing agency.
- Project status: Provide a brief description of the current status of the project.
- Funding Request: Provide a clear description of the supplemental and/or amendment funding request and the reason for the proposed request.
- Project Updates: Describe how the following differs from the original project nomination. If no changes are anticipated, provide notation in section.
 - o Project scope.
 - Project location: Provide a brief description of the revised project location(s) including city and county boundaries.
 - Revised Map (if applicable): A revised map (or maps) that clearly show the original and revised project location(s).
 - o Project schedule.
 - Project benefits: Provide a comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase, decrease, or no change.
 - Funding plan: Provide the table below with updates to the funding plan submitted in the original project nomination.

Fund Source	Committed or Uncommitted	Fiscal Year of Allocation (LPP-F)	PS&E	Right of Way	Construction	Total
Total						

VIII. Appendices

APPENDIX A: Eligible Taxing Authorities Receiving Formulaic Funding

(As of May 2022)

Alameda-Contra Costa Transit District	San Diego County Regional Transportation Commission				
Alameda County Transportation Commission	-				
Bay Area Rapid Transit District	San Francisco County Transportation Authority				
Bay Area Toll Authority	San Joaquin County Transportation Authority				
Caltrain	San Mateo County Transportation Authority				
City/County Association of Governments of San Mateo County	San Mateo County Transit District Santa Barbara County Local Transportation				
City and County of San Francisco	Authority				
Clearlake	Santa Clara Valley Transportation Authority				
Contra Costa Transportation Authority	Santa Cruz County Regional Transportation Commission				
Council of San Benito County Governments El Cerrito	Santa Cruz Metropolitan Transit District Sonoma County Transportation Authority				
El Paso de Robles	Sonoma-Marin Area Rail Transit District				
Fort Bragg	Stanislaus County Transportation Authority				
Fresno County Transportation Authority					
Imperial County Local Transportation Authority	Transportation Agency of Monterey County Transportation Authority of Marin County				
Los Angeles County Metropolitan Transportation Authority	Truckee				
Madera County Transportation Authority	Tulare County Transportation Authority				
Martinez	Ukiah				
Merced County Transportation Authority	Willits				
Monterey-Salinas Transit District	Yuba County				
Napa Valley Transportation Authority					
Orange County Transportation Authority					
Orinda					
Point Arena					
Riverside County Transportation Commission					
Sacramento Transportation Authority					
San Bernardino County Transportation Authority					

APPENDIX B: Electronic Project Programming Request

Each project nomination must include an electronic Project Programming Request (ePPR) form. The ePPR must list federal, state, local, and private funding categories by project phase and fiscal year. If the proposed project includes multiple project modes to be delivered under separate contracts, or if the programmed project scope will be delivered under more than one independent contract, each project mode, or each independent contract must have its own ePPR. The scope, benefits, schedule and funding plan of the ePPR must be consistent with the information in the project nomination. Access to the electronic Project Programming Request form may be found on the <u>Caltrans website</u>.

APPENDIX C: Performance Metrics

- Please fill in the table included in this section with the requested information for the proposed project. This information must be consistent with the information in the electronic Project Programming Request form that is submitted with the project nomination (refer to Appendix B).
- Commission staff may contact applicants for additional information.
- Please refer to the <u>Senate Bill (SB) 1 Technical Performance Measurement</u> <u>Methodology Guidebook</u> which includes additional information and resources for completing the table.

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
Congestion Reduction	Change in Daily Vehicle Miles Travelled	Local Road Hwy Road Transit				
	Person Hours of Travel Time Saved	Local Road Hwy Road Transit				
Throughput	Bicyclist/Pedestrian Screen Line Counts (Optional)	Active Transportation				
System Reliability	Peak Period Travel Time Reliability Index	Hwy Road				
	Level of Transit Delay	Transit				
Safety	Number of Fatalities	All				
	Number of Serious Injuries	All				
	Rate of Fatalities	All				
	Rate of Serious Injuries	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
Economic Development	Jobs Created (Direct and Indirect)	All				
Air Quality	Particulate Matter (PM 2.5 PM 10)	All				
	Carbon Dioxide (CO ₂)	All				
	Volatile Organic Compounds (VOC)	All				
	Sulphur Dioxides (SO _x)	All				
	Carbon Monoxide (CO)	All				
	Nitrogen Oxides (NO _x)	All				
Cost Effectiveness	Cost Benefit Ratio	All				
Accessibility	Number of Jobs Accessible by Mode	All				
	Access to Key Destinations by Mode	All				
	% of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high- frequency bus stop	All				
System Preservation	Pavement Condition Index	Local Road Hwy Road				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
(Pavement/Bridge Rehabilitation only)	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Local Road Hwy Road				
Noise Level	Number of Receptors	Sound walls				
(Sound walls only)	Properties Directly Benefited	Sound walls				
(For reporting only)	Number of Decibels	Sound walls				

APPENDIX D: State Highway System Project Impact Assessment (Form CTC-0002)

Applicant must complete ALL fields in Sections I and II. Write N/A if not applicable. Applicant must also provide the Attachments requested in Section IV.

Assessment Form (Form CTC-0002) and all attachments must be submitted to Caltrans District Contacts (contact link in Section III) no later than four (4) weeks prior to Application Due Date. Late or incomplete submissions of this form and attachments may delay applications.

- 1. Applying Agency
- 2. Name of person submitting the application
- 3. Title
- 4. Phone
- 5. Email
- 6. Project Title The title must be consistent with the application and all project documentation
- 7. Indicate the State Funding Program(s) associated with the project. Check all that apply.
- Percentage of project area within State Right of Way: (Area within State Right of Way ÷ Total project area) x 100
- 9. Total construction cost of physical project elements within State Right of Way: Provide a separate estimate for the total construction cost (capital and support costs) of the project for only those physical elements and/or portions of elements that are on or within State Right of Way. This includes project elements within State airspace. Please refer to the completed estimates form, or figures included in the project application.
- 10. Indicate the anticipated environmental documentation that will be required for California Environmental Quality Act and National Environmental Policy Act (ex. Negative Declaration, EIR/ EIS, etc.) Indicate N/A if a National Environmental Policy Act document is not required.
- 11. Fully describe the scope of work to be performed within State Highway Right of Way. This includes all new or modifications to any physical assets within State Right of Way.
- 12. Follow the steps and linked resources to determine induced Vehicle Miles of Travel (VMT) on the State Highway System (SHS) and applicable calculations. Enter text inputs on 4, 5, or 6 as applicable.
- 13. Review the linked flowchart and resources for appropriate level of involvement. Check the applicable items in the checklist to determine appropriate process. Check the processes that apply.

Caltrans will review and retains the right to make a final determination. Caltrans may include attachments after review identifying expected maintenance obligations and/or project risks.

STATE OF CALIFORNIA - CALIFORNIA TRANSPORTATION COMMISSION STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

I. APPLICANT INFORMATION

1.	APP	LICAN	т

2. APPLICANT CONTACT	3. CONTACT TITLE	
4. CONTACT PHONE	5. CONTACT EMAIL	
II. PROJECT INFORMATION		
6 PROJECT TITLE		

6. PROJECT TITLE

7. PROJECT PROGRAM					
8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY	9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY				
0. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:					
CEQA:	NEPA:				

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

1. Project Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop.
Proceed to Section 13.

- 2. Project is screened as unlikely to induce traffic under Section 5.1.1 in Transportation Analysis under CEQA. If checked, Stop. Proceed to Section 13.
- 3. Project is in a Metropolitan Statistical Area. If checked, proceed to step 3. If not, proceed to step 6.
 4. Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- 5. Enter the project lane-miles in the NCST Induced Travel Calculator and report the result here.

📅 6. If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a brief justification here. Stop. Proceed to Section 13,

	-	
	7	Provide an estimate of the project's induced VMT based on guidance in the Transportation Analysis Framework and Transportation Analysis Under CEQA, and a
_		The full of the project of the proje
		halafterstille stille have often Burrandia Oration 40
		brief justification here. Stop. Proceed to Section 13.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the final determination will be at the discretion of Caltrans)

Follow the Flowchart to Determine the QMAP (ca.gov) and Applicant's checklist to determine the appropriate Caltrans review process (TR-0416) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, Check the following if the project:

- a.) Will impact and Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),
- C.) Requires rearran Highway Administration (FHWA
 C.) Requires Right-of-Way dedication from Caltrans,
 d.) Requires modification to a Caltrans Bridge or Str
 e.) Requires Design Standard Decision Received b.) Requires Federal Highway Administration (FHWA) approval,
- d.) Requires modification to a Caltrans Bridge or Structure,

e.) Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),

f.) Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),

g.) None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

🔲 1. Encroachment Permit Oversight Process - Standard Encroachment Permit Application (TR-0100), instructions and related forms

2. Project Delivery Short Form Quality Assessment Process (using a DEER) - Design Engineering Evaluation Report Guidelines

3. Standard Project Delivery Quality Assessment Process.

III. CALTRANS ACKNOWLEDGEMENT

SIGNATURE:	- DATE:
PRINT NAME: District Director, District The above signature indicates, based on available information: Caltrans acknowledges the Project	***APPLICANTS SUBMIT TO DISTRICT CONTACTS IN LOCAL ASSISTANCE OR PROJECT MANAGEMENT*** Form submissions with attachments are due Four Weeks PRIOR to Application Deadline.

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents, (2) draft funding application(s), and/or (3) project specific maintenance obligations. Attachment(s):

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup Total 2018 LI Programme		P Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Alameda	Alameda County Transportation Commission (ACTC)	Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard (co-nominated with Bay Area Toll Authority)	Caltrans					\$8,006	\$4,003	\$4,003	\$8,006	6					\$12,009	\$12,009	
Alameda	Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC		\$3,180							\$(\$3,180		\$3,	180		\$3,180	
Alameda	Alameda County Transportation Commission	SR84 Widening and SR84/I-680 Interchange Improvements	Caltrans				\$8,602				\$8,602	2			\$4,	\$3,80	2	\$8,602	
A	Alameda County Transportation Commissi	ion 2018, 2019, 202	0 Fund Distribution	\$4,012	\$3,968	\$3,802	\$4,003	\$4,199	\$4,003				1 1		\$7,5	80 \$3,80	2 \$12,009	\$23,791	\$196
Alameda	Alameda-Contra Costa Transit District	Division 4 Guard Booths and Gates Replacement	AC Transit						\$444	\$444	1	1					\$444	\$444	
Alameda	Alameda-Contra Costa Transit District	Division 6 Security Enhancements Phase 2	AC Transit						\$417	\$417	7						\$417	\$417	
Alameda	Alameda-Contra Costa Transit District	Purchase Twenty-one Zero-Emissions Forklifts	AC Transit					\$417		\$417	7						\$417	\$417	
Alameda	Alameda-Contra Costa Transit District	Division 2 Maintenance Roof Replacement	AC Transit				\$480			\$480	D					\$48	0	\$480	
Alameda/ Contra Costa	Alameda-Contra Costa Transit District	Customer Service Center Rehab	AC Transit		\$815					\$765	5		\$50		si	315		\$815	
Alameda/ Contra Costa	Alameda-Contra Costa Transit District	Purchase Zero Emission High Capacity Buses to Support Transbay Tomorrow and Clean Corridors Plan	AC Transit		\$253							\$253	3		\$	253		\$253	
Costa	Alameda-Contra Costa Transit District		0 Fund Distribution	\$534	\$534	\$480	\$417	\$444	\$417			-	· · · · ·		\$1,0	68 \$48	0 \$1.278	\$2.826	\$0
	Jaameda-oontra oosta Transit DIStrict	2010, 2019, 202		\$034	\$034	\$40U	\$417	9444	\$41 <i>1</i>		1				\$1,1	\$40	\$1,270	<i>\$</i> 2,020	\$0
Alameda/ Contra Costa/ San Francisco	Bay Area Rapid Transit District (BART)	Bay Area Rapid Transit District Fire Suppression System Upgrade	BART				\$1,809			\$1,724			\$85			\$84	5 \$964	\$1,809	
San Francisco	Bay Area Rapid Transit District	BART Downtown San Francisco Escalator Replacement	BART		\$1,880					\$1,880					\$1,8	380		\$1,880	
	Bay Area Rapid Transit District	2018, 2019, 202	0 Fund Distribution	\$940	\$940	\$845	\$944	\$1,004	\$944				1 1		\$1,8	\$80 \$84	5 \$964	\$3,689	\$1,928
San Mateo	Bay Area Toll Authority	San Mateo-Hayward Bridge Painting Towers	Caltrans						\$3,563	\$1,563	\$2,000	D					\$3,563	\$3,563	
Alameda	Bay Area Toll Authority	Route 680 Southbound Express Lane from Route 84 to Alcosta Boulevard (co-nominated with ACTC)	Caltrans					\$10,000		\$10,000	þ						\$10,000	\$10,000	
Contra Costa/ Marin	Bay Area Toll Authority	Richmond San Rafael Structural Steel Paint - lower deck and towers	Caltrans			\$19,885				\$9,385	\$10,500				\$10,2	236 \$9,64	9	\$19,885	
	Bay Area Toll Authority	2018, 2019, 202	0 Fund Distribution	\$5,118	\$5,118	\$9,649	\$6,059	\$6,445	\$6,059						\$10,3	36 \$9,64	9 \$13,563	\$33,448	\$5,000
Santa Clara	Caltrain	Guadalupe River Bridge Replacement	Peninsula Corridor Joint Powers Board						\$4,606	\$4,606							\$4,606	\$4,606	
San Mateo	Caltrain	Bayshore Station Pedestrian Overpass Rehabilitation	Peninsula Corridor Joint Powers Board					\$3,435		\$3,435							\$3,435	\$3,435	
	Caltrain		0 Fund Distribution	n \$0	\$0	\$0	\$0	\$6,023	\$5,791			1				\$0 \$	0 \$8,041	\$8,041	\$3,773
San Mateo	City/County Association of Governments of San Mateo County	Northern Cities Expansion (Intelligent Transportation System Improvements in Daly City, Brisbane, and Colma)	Daly City, Brisbane, Colma				\$122		\$600	\$600	D		\$122			\$12	2 \$600	\$722	
San Mateo	C/CAG of San Mateo County	US 101 Managed Lanes (co-nominated with San Mateo County Transportation Authority)	SMCTA		\$270								\$270		\$	270		\$270	
City/Cour	nty Association of Governments of San Ma	teo County 2018, 2019, 202	0 Fund Distribution	\$135	\$135	\$122	\$ 200	\$ 200	\$ 200						\$:	\$12	2 \$600	\$992	\$0
San Francisco	City and County of San Francisco	5th Street Improvement	San Francisco Municipal Transportation Agency (SFMTA)	(\$850	\$850							\$850	\$850	
San Francisco	City and County of San Francisco	13th Street Safety	SFMTA						\$550	\$550							\$550	\$550	
San Francisco	City and County of San Francisco	Traffic Signal Upgrade - Contract 36	SFMTA					\$1,780		\$1,780							\$1,780	\$1,780	
San Francisco	City and County of San Francisco	Western Addition Area - Traffic Signal Upgrades	SFMTA					\$3,179		\$3,179							\$3,179	\$3,179	
	City and County of San Francisco	2018, 2019, 202	0 Fund Distribution	\$0	\$0	\$0	\$5,453	\$482	\$453		-	1	· · · · ·			\$0 \$	0 \$6,359	\$6,359	\$29
Lake	Clearlake	Modoc Street /Second Street Pavement Rehabilitation	Clearlake				\$200			\$200	1					\$10		\$200	
Lake	Clearlake	Burns Valley School/Civic Center -B icycle/Pedestrian	Clearlake		\$200					\$200					s	200		\$200	
	Clearlake	Enhancements 2018, 2019, 202	0 Fund Distribution	\$100	\$100	\$100	\$200	\$200	\$200		1	1	<u> </u>		S:	200 \$10	0 \$100	\$400	\$500
	olounano	2010, 2013, 202		\$.00	÷.00	\$100	\$200	÷200	÷100						Ų.	ψiu	\$100	9400	2000

County	Nominating Agency	Project Title	Implementing Agency	2017-18 201	8-19 2	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Contra Costa	Contra Costa Transportation Authority (CCTA)	Automated Driving System Demonstration Program: Rossmoor First Mie/Last Mile Shared Autonomous Vehicles in Wahut Creek, On-Demand Autonomous Vehicle Shuttle Service in Martinez, and Personal Autonomous Vehicle Mobility on I-680 Corridor in San Ramon	ССТА				\$175	\$2,894	\$3,585	\$3,585		\$175	\$2,894					\$6,654	\$6,654	
Contra Costa	Contra Costa Transportation Authority	Innovate 680: I-680 Northbound HOT/HOV	CCTA			\$2,286						\$2,286					\$2,286		\$2,286	
Contra Costa	Contra Costa Transportation Authority	Central Avenue and Carlson Boulevard Pavement Rehabilitation	El Cerrito			\$100				\$100							\$100		\$100	
Contra Costa	Contra Costa Transportation Authority	Arnold Drive Sidewalk Gap Closure	Martinez			\$100				\$100							\$100		\$100	
Contra Costa	Contra Costa Transportation Authority	I-680/SR 4 Interchange Phase 3	ССТА	s	4,799							\$4,799				\$4,799			\$4,799	
Contra Costa	Contra Costa Transportation Authority	El Cerrito Pavement	El Cerrito		\$200					\$200						\$200			\$200	
Contra Costa	Contra Costa Transportation Authority	Martinez Pavement	Martinez		\$200					\$200						\$200			\$200	
	Contra Costa Transportation Authority	2018, 2019, 202	Fund Distribution	1 \$2,615 \$	2,584	\$2,486	\$2,182	\$2,290	\$2,182							\$5,199	\$2,486	\$6,654	\$14,339	\$0
San Benito	Council of San Benito County Governments		Caltrans				\$2,500					\$2,500					\$2,500		\$2,500	
San Benito	Council of San Benito County Governments		Caltrans				\$2,500			\$2,500							\$2,500		\$2,500	
	Council of San Benito County Governmen	nts 2018, 2019, 202	Fund Distribution	n \$0	\$0	\$5,000	\$200	\$200	\$200							\$0	\$5,000	\$0	\$5,000	\$600
Contra Costa	El Cerrito	El Dorado Street, Gladys Avenue, B Street Pavement, Curb, Gutter, Signing, Marking Improvements	El Cerrito				\$200			\$200								\$200	\$200	
Contra Costa	El Cerrito	Richmond Street Curb, Signing, Marking Improvements	El Cerrito						\$400	\$400								\$400	\$400	
	El Cerrito	2018, 2019, 202	Fund Distribution	n \$0	\$0	\$0	\$200	\$200	\$200							\$0	\$0	\$600	\$600	\$0
San Luis Obispo	El Paso de Robles	Creston Road Active Transportation and Bike and School Access Improvements	El Paso de Robles						\$600	\$600								\$600	\$600	
	El Paso de Robles	2018, 2019, 202	Fund Distribution	n \$0	\$0	\$0	\$200	\$200	\$200							\$0	\$0	\$600	\$600	\$0
Mendocino	Fort Bragg	Fort Bragg - Street Rehabilitation 2022, Various streets	Fort Bragg						\$600	\$600								\$600	\$600	
Mendocino	Fort Bragg	2020 Maple Street Storm Drain and Street Rehabilitation	Fort Bragg			\$100				\$98			\$2				\$100		\$100	
Mendocino	Fort Bragg	2019 Street Rehabilitation	Fort Bragg		\$200					\$188			\$12			\$200			\$200	
	Fort Bragg	2018, 2019, 202	Fund Distribution	n \$100	\$100	\$100	\$200	\$200	\$200							\$200	\$100	\$600	\$900	\$0
Fresno	Fresno County Transportation Authority	Golden State Corridor Infrastructure Improvements and Economic Development Phase I and Phase II	Fresno County				\$272			\$272						\$272			\$272	
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension – Phase 4b	Fresno				\$1,904			\$1,904								\$1,904	\$1,904	
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension - Phase 4a	Fresno			\$2,173				\$2,173							\$2,173		\$2,173	
Fresno	Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis	\$4	,272					\$3,232				\$1,040		\$4,272			\$4,272	
	Fresno County Transportation Authority	2018. 2019. 202) Fund Distribution	1 \$2,285 \$	2,259	\$2,173	\$1,904	\$1,998	\$1,904							\$4,544	\$2,173	\$1,904	\$8,621	\$3,902
Imperial	Imperial County Local Transportation Authority	Orchard Road/Cedar Roadway Improvement	Holtville			.,	\$60			\$60						. ,	\$60		\$60	
Imperial	Imperial County Local Transportation Authority	2020 Dogwood Road Overlay Improvements	El Centro				\$339			\$339							\$339		\$339	
Imperial	Imperial County Local Transportation Authority	2020 Legion Street Improvements-Phase 2	Brawley			\$209				\$209						\$53	\$156		\$209	
Imperial	Imperial County Local Transportation Authority	Aten/Clark Road Improvements	Imperial			\$154				\$154						\$154			\$154	
Imperial	Imperial County Local Transportation Authority	Scaroni Road Improvements	Calexico			\$305				\$305						\$305			\$305	
Imperial	Imperial County Local Transportation Authority	Date Street Sidewalk Improvements	Calipatria			\$41				\$41						\$41			\$41	
Imperial	Imperial County Local Transportation Authority	Picacho Road Rehabilitation	Imperial County			\$523				\$523						\$523			\$523	
I	mperial County Local Transportation Author	ority 2018, 2019, 202	Fund Distribution	n \$538	\$538	\$556	\$507	\$535	\$507							\$1,076	\$555	\$0	\$1,631	\$1,550

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Metro Red and Purple Line Core Capacity Improvements	LA Metro			\$18,659	\$37,506	\$37,506	\$39,589	\$133,260							\$18,659	\$114,601	\$133,260	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA			\$9,000						\$9,000				\$2,686	\$6,314		\$9,000	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Transit Access Pass Bus Farebox Upgrade - Municipal Transit Operators	LACMTA			\$5,000				\$5,000							\$5,000		\$5,000	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Transit Access Pass Bus Farebox and Rail Station Validator Upgrades (Metro)	LA Metro		\$22,500					\$14,299			\$8,201			\$22,500			\$22,500	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA	\$14,808						\$14,808						\$14,808			\$14,808	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		\$18,500							\$18,500				\$18,500			\$18,500	
Los Ar	ngeles County Metropolitan Transportation) Fund Distribution	n \$29,247	\$29,247	\$29,973	\$37,506	\$39,589	\$37,506		и		1	ī	1	\$58,494	\$29,973	\$114,601	\$203,068	\$0
Madera	Madera County Transportation Authority	Madera City Streets 2020-21 Roadway Rehabilitation, Reconstruction, ADA Compliance	Madera				\$306			\$306								\$306	\$306	
Madera	Madera County Transportation Authority	Avenue 7 Road Rehabilitation	Madera County			\$341		\$318		\$659							\$341	\$318	\$659	
Madera	Madera County Transportation Authority	2018-19 3R and ADA Improvements	Madera		\$180					\$180						\$180			\$180	
Madera	Madera County Transportation Authority	Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Madera County		\$175					\$175						\$175			\$175	
Madera	Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation	Chowchilla	\$142						\$142						\$142			\$142	
Madera	Madera County Transportation Authority		Madera	\$217	****	00.44	****	0040	6 000	\$217						\$217 \$714			\$217	
	Madera County Transportation Authorit) Fund Distribution	n \$359	\$355	\$341	\$306	\$318	\$306							\$714	\$341		\$1,679	\$306
Contra Costa	Martinez	Morello Avenue Sidewalk Gap Closure	Martinez						\$100	\$83		\$1	\$16					\$100	\$100	
	Martinez	1	Fund Distribution	n \$0	\$0	\$0	\$200 \$599	\$200	\$200		1	\$599				\$0	\$0 \$599		\$100 \$599	\$500
Merced Merced	Merced County Transportation Authority Merced County Transportation Authority	Los Banos Pioneer Road Improvement Merced Street Maintenance and Rehabilitation Program	Los Barlos Merced				\$1,253			\$1,253		\$299				\$1,253	\$299		\$599	
INIEI CEU	Merced County Transportation Authority	-	Fund Distribution	n \$630	\$623	\$599	\$520	\$546	\$520	φ1,233						\$1,253	\$599	\$0	\$1,255	\$1,586
Monterey	Monterey-Salinas Transit District	Monterey-Salinas Transit Bus Replacement	Monterey-Salinas Transit (MST)					\$684		\$684	1							\$684	\$684	
Monterey	Monterey-Salinas Transit District		MST			\$241				\$241							\$241		\$241	
Monterey	Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		\$100							\$100				\$100			\$100	
Monterey	Monterey-Salinas Transit District	MST Automatic Passenger Counters	MST		\$163					\$163						\$163			\$163	
Monterey	Monterey-Salinas Transit District	South County Operations and Maintenance Facility	MST		\$242					\$242						\$242			\$242	
	Monterey-Salinas Transit District	2018, 2019, 2020) Fund Distribution	n \$254	\$251	\$241	\$228	\$237	\$228			ı	r	r	r	\$505	\$241	\$684	\$1,430	\$9
Napa	Napa Valley Transportation Authority	Soscol Junction (SR 29 / SR 221 / Soscol Ferry Road)	Caltrans			$ $ \top		\$422			\$422							\$422	\$422	
Napa	Napa Valley Transportation Authority	Vine Transit Bus Facility	Napa Valley				\$1,100			\$1,100						\$323	\$311	\$466	\$1,100	
-	Napa Valley Transportation Authority) Fund Distribution	n \$0	\$323			\$311	\$296		1	1				\$323	\$311		\$1,522	\$15
Nevada	Nevada City	Commercial Street Phase II	Nevada City			\$200	\$100			\$300						\$200	\$100		\$300	
	Nevada City Orange County Transportation Authority) Fund Distribution	n \$100	\$100	\$100	\$200	\$200	\$0			1				\$200	\$100		\$300	\$400
Orange	(OCTA)	Transit Security and Operations Center	OCTA						\$19,650	\$19,650								\$19,650	\$19,650	
Orange	Orange County Transportation Authority		OCTA					\$7,395					\$7,395					\$7,395	\$7,395	
Orange	Orange County Transportation Authority	Interstate 5 Improvement, Alicia Parkway - El Toro Road (Segment 3)	Caltrans			\$9,388				\$8,127	\$1,261						\$9,388		\$9,388	
Orange	Orange County Transportation Authority		Caltrans		\$18,242					\$15,340	\$2,902					\$18,242			\$18,242	
	Orange County Transportation Authorit	ty 2018, 2019, 2020	Fund Distribution	n \$9,121	\$9,121	\$9,388	\$8,851	\$9,343	\$8,851				•	•	•	\$18,242	\$9,388	\$27,045	\$54,675	\$0

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Contra Costa	Orinda	Orinda 2022 Annual Pavement Rehabilitation, Various Streets	Orinda					\$400		\$400							\$400	\$400	
Contra Costa	Orinda	Orinda 2021 Annual Pavement Rehabilitation, Various Streets	Orinda					\$200		\$200							\$200	\$200	
Contra Costa	Orinda	2019 Annual Pavement Rehabilitation	Orinda			\$100				\$100						\$100		\$100	
Contra Costa	Orinda	Orinda Miner Road Rehabilitation	Orinda	\$200						\$200					\$200			\$200	
	Orinda	2018, 2019, 2020	Fund Distribution	\$100	\$100	\$100	\$200	\$200	\$200					1	\$200	\$100	\$600	\$900	\$0
Mendocino	Point Arena	Riverside Drive & Center Street Renovation	Point Arena				\$200			\$200					\$52	\$100	\$48	\$200	
Mendocino	Point Arena	Port Road Rehabilitation and Overlay	Point Arena	\$148						\$148					\$148			\$148	
	Point Arena	2018, 2019, 2020	Fund Distribution	\$100	\$100	\$100	\$ 200	\$200	\$200						\$200	\$100	\$48	\$348	\$552
Riverside	Riverside County Transportation Commission	Mid County Parkway Construction Contract #2 (from Redlands Avenue to the Ramona Expressway)	RCTC					\$5,686				\$5,686					\$5,686	\$5,686	
Riverside	Riverside County Transportation Commission	I-215 / Placentia Avenue Interchange	RCTC			\$7,090	\$14,160			\$21,250					\$48	\$7,042	\$14,160	\$21,250	
Riverside	Riverside County Transportation Commission	Pachappa Underpass (Rt 91 HOV Remnant Work)	RCTC		\$4,272					\$4,272					\$4,272			\$4,272	
Riverside	Riverside County Transportation Commission	Temescal Canyon Road Gap Closure (widen to 4 lanes)	Riverside County		\$7,300					\$7,300					\$7,300			\$7,300	
Riverside	Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91)	RCTC	\$2,000							\$2,000				\$2,000			\$2,000	
i	Riverside County Transportation Commissi	ion 2018, 2019, 2020	Fund Distribution	\$6,810	\$6,810	\$7,042	\$6,495	\$6,856	\$6,495		r - r				\$13,620	\$7,042	\$19,846	\$40,508	\$0
Sacramento	Sacramento Transportation Authority	Light Rail Modernization - Gold Line Phase 1: Purchase Low Floor Light Rail Vehicles	Sacramento Regional Transit District					\$1,600		\$1,600							\$1,600	\$1,600	
Sacramento	Sacramento Transportation Authority	2022 Pavement Slurry Seal and Resurfacing - Various Streets	Elk Grove					\$790		\$790							\$790	\$790	
Sacramento	Sacramento Transportation Authority	Sacramento Corridor Improvements on Florin Road	Sacramento					\$2,248		\$2,248							\$2,248	\$2,248	
Sacramento	Sacramento Transportation Authority	Folsom Natoma Street Drainage Phase 2	Folsom				\$380			\$380							\$380	\$380	
Sacramento	Sacramento Transportation Authority	Galt 2021 Pavement Rehabilitation	Galt				\$119			\$119							\$119	\$119	
Sacramento	Sacramento Transportation Authority	Sacramento County Street Rehabilitation in Arden-Arcade, Carmichael, Rio Linda - Phase 4	Sacramento County				\$1,137			\$1,137							\$1,137	\$1,137	
Sacramento	Sacramento Transportation Authority	Sacramento County Street Rehabilitation in Fair Oaks, Orangevale - Phase 5	Sacramento County				\$2,150			\$2,150							\$2,150	\$2,150	
Sacramento	Sacramento Transportation Authority	Rancho Cordova Citywide Street Rehabilitation (local streets near Folsom Boulevard, Coloma Road, Cordova Lane and Zinfandel Drive)	Rancho Cordova				\$366			\$366							\$366	\$366	
Sacramento	Sacramento Transportation Authority	Iron Point Road Median Improvement	Folsom				\$123			\$123						\$123		\$123	
Sacramento	Sacramento Transportation Authority	Zero Emission Bus Purchase for Airport Service	Sacramento Regional Transit District			\$991				\$991						\$991		\$991	
Sacramento	Sacramento Transportation Authority	Folsom Boulevard Roadway Rehabilitation	Sacramento			\$722				\$722						\$722		\$722	
Sacramento	Sacramento Transportation Authority	2020 Pavement Resurfacing	Elk Grove			\$254			L	\$254						\$254		\$254	
Sacramento	Sacramento Transportation Authority	ADA Accessibility and Drainage Improvements	Citrus Heights			\$123				\$123						\$123		\$123	
Sacramento	Sacramento Transportation Authority	Complete Streets Rehabilitation - Residential Streets: Arden Arcade Area	Sacramento County			\$973				\$973						\$973		\$973	
Sacramento	Sacramento Transportation Authority	Sunrise Boulevard Roadway Rehabilitation	Rancho Cordova		\$289	\$118				\$407					\$289	\$118		\$407	
Sacramento	Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento County	\$268	\$2,106					\$2,106		\$268			\$2,374			\$2,374	
Sacramento	Sacramento Transportation Authority	Circulator Bus Service Expansion	Sacramento Regional Transit District		\$1,287					\$1,287					\$1,287			\$1,287	
Sacramento	Sacramento Transportation Authority	Replacement	Citrus Heights		\$299					\$299					\$299			\$299	
Sacramento	Sacramento Transportation Authority		Elk Grove	\$323						\$323					\$323			\$323	
Sacramento	Sacramento Transportation Authority		Elk Grove	\$291						\$291					\$291			\$291	
Sacramento Sacramento	Sacramento Transportation Authority Sacramento Transportation Authority	Green Valley Road Widening Roadway Rehabilitation	Folsom Sacramento	\$1,748	\$300					\$300 \$1,748	<u> </u>				\$300 \$1,748			\$300 \$1,748	
Gacramento	Sacramento Transportation Authority Sacramento Transportation Authority		Fund Distribution	\$1,748 \$3,476	\$3,435	\$3,304	\$2,930	\$3,074	\$2,930	φ1,/46			L	1	\$1,748 \$6,911	\$3,304	\$8,790	\$1,748 \$19,005	\$144
San Bernardino	San Bernardino County Transportation Authority	Ranchero Road Widening	Hesperia	<i>43,41</i> 0	ψ3,430	ψ3,304	\$2,930			\$12,678					\$0,311	\$5,304 \$6,339		\$19,005	\$144
San Bernardino	San Bernardino County Transportation Authority (SBCTA)	I-10 Corridor Contract 1 (Express Lanes - D/B 2b)	SBCTA	\$6,169						\$6,169				1	\$6,169			\$6,169	
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail (SB Transit Center - Redlands University)	SBCTA		\$6,169					\$6,169				1	\$6,169			\$6,169	
Sa	an Bernardino County Transportation Author	- //	Fund Distribution	\$6,169	\$6,169	\$6,339	\$5,856	\$6,181	\$5,856			<u>.</u>	•	+	\$12,338	\$6,339	\$6,339	\$25,016	\$11,554

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
San Diego	San Diego Regional Transportation Commission	State Route 94 / State Route 125 South to East Connector (in and near the Cities of La Mesa and Lemon Grove)	Caltrans				\$4,000							\$3,000	\$1,000			\$4,000	\$4,000	
San Diego	San Diego Regional Transportation Commission	COASTER Expansion	North County Transit District			\$3,067	\$18,133			\$21,200							\$3,067	\$18,133	\$21,200	
San Diego	San Diego County Regional Transportation Commission	I-5/Voigt Drive Street Improvements	SANDAG		\$4,130	\$12,000				\$16,130						\$9,470	\$6,660		\$16,130	
San Diego	San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG	\$2,000									\$2,000			\$2,000			\$2,000	
San Diego	San Diego County Regional Transportation Commission		SANDAG	\$1,250									\$1,250			\$1,250			\$1,250	
San Diego	San Diego County Regional Transportation Commission	(242.2-243.9)	SANDAG	\$3,500				\$200					\$3,700			\$3,500		\$200	\$3,700	
San Diego	San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2- MP253)	SANDAG	\$1,720									\$1,720			\$1,720			\$1,720	
San Diego	San Diego County Regional Transportation Commission	E033AN 3D Suburision Signal Respacing/Optimization	North County Transit District	\$1,000									\$1,000			\$1,000			\$1,000	
	an Diego Regional Transportation Commis San Francisco County Transportation) Fund Distribution	\$9,470	\$9,470	\$9,727	\$9,093		\$9,093		1	1	<u> </u>			\$18,940	\$9,727		\$51,000	\$5,451
San Francisco	Authority San Francisco County Transportation	Yerba Buena Island Multi-Use Pathway Interstate 280 Southbound Ocean Avenue Off-Ramp	SFCTA					\$1,000				\$1,000						\$1,000	\$1,000	
San Francisco	Authority	Realignment	SFCTA					\$1,050					\$1,050					\$1,050	\$1,050	
San Francisco	San Francisco County Transportation Authority	Sunset and Parkside Streets Pavement Renovation	SFPW			\$2,340				\$2,104			\$236			\$333	\$2,007		\$2,340	
San Francisco	San Francisco County Transportation Authority	Alemany Boulevard Pavement Renovation	SFPW		\$1,750					\$1,750						\$1,750			\$1,750	
San Francisco	San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	\$2,106						\$2,106						\$2,106			\$2,106	
S	an Francisco County Transportation Auth	ority 2018, 2019, 202	Fund Distribution	\$2,106	\$2,083	\$2,007	\$2,005	\$2,096	\$2,005			1			1 T	\$4,189	\$2,007	\$2,050	\$8,246	\$4,056
San Joaquin	San Joaquin County Transportation Authority	Turner Road Interchange Operational Improvements	Caltrans			\$1,629				\$1,368	\$261						\$1,629		\$1,629	
San Joaquin	San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		\$3,408									\$2,558	\$850	\$3,408			\$3,408	
3	San Joaquin County Transportation Autho	rity 2018, 2019, 202	Fund Distribution	\$1,714	\$1,694	\$1,629	\$1,459	\$1,531	\$1,459							\$3,408	\$1,629	\$0	\$5,037	\$4,449
San Mateo	San Mateo County Transit District	SamTrans Purchase Thirty Buses	SamTrans				\$6,765	\$1,227	\$1,168	\$9,160							\$5,597	\$3,563	\$9,160	
San Mateo	San Mateo County Transit District	SamTrans Express Bus Pilot	SamTrans			\$2,000				\$2,000						\$1,757	\$243		\$2,000	
-	San Mateo County Transit District		Fund Distribution	\$884	\$873	\$5,840	+.,	\$1,227	\$1,168		T		T			\$1,757		\$3,563	\$11,160	\$0
San Mateo	San Mateo County Transportation Authority	Hopkins Avenue Traffic Safety Implementation	Redwood City				\$840			\$840							\$840		\$840	
San Mateo	San Mateo County Transportation Authority	US 101 Managed Lanes (co-nominated with C/CAG of San Mateo County)	SMCTA		\$1,757								\$1,757			\$1,757			\$1,757	
	San Mateo County Transportation Author		Fund Distribution	\$884	\$873	\$840	\$754	\$794	\$754							\$1,757	\$840	\$0	\$2,597	\$2,302
Santa Barbara	Santa Barbara County Local Transportation Authority	n US 101 Multimodal Corridor - Montecito to Santa Barbara - Segment 4D/4E	SBCAG					\$3,681						\$3,681				\$3,681	\$3,681	
Santa Barbara	Santa Barbara County Local Transportation Authority	¹ Cabrillo Boulevard Pedestrian Improvements	Santa Barbara			\$822							\$450	\$372			\$822		\$822	
Santa Barbara	Santa Barbara County Local Transportation Authority	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	SBCAG			\$500							\$400	\$100			\$500		\$500	
Santa Barbara	Santa Barbara County Local Transportation Authority	Rt. 101, Santa Monica Road/Via Real Intersection Improvements	Caltrans	\$375	\$829							\$375	\$345	\$484		\$1,204			\$1,204	
Santa Barbara	Santa Barbara County Local Transportation Authority	Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure	Carpinteria		\$410								\$250	\$160		\$410			\$410	
Santa Barbara	Santa Barbara County Local Transportation Authority	North Padaro Lane Coastal Access Improvements	Santa Barbara County	\$30	\$180							\$30	\$110	\$70		\$210			\$210	
Santa Barbara		¹ Summerland Area Coastal Access Improvements	Santa Barbara County	\$150	\$600							\$150	\$340	\$260		\$750			\$750	
Sant	a Barbara County Local Transportation A	uthority 2018, 2019, 202	Fund Distribution	\$1,287	\$1,287	\$1,322	\$1,227	\$1,295	\$1,227							\$2,574	\$1,322	\$3,681	\$7,577	\$68

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Santa Clara	Santa Clara Valley Transportation Authority (SCVTA)	Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)	SCVTA			\$4,497				\$4,497							\$4,497		\$4,497	
Santa Clara	Santa Clara Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCVTA	\$9,442										\$9,442		\$9,442			\$9,442	
	Santa Clara Valley Transportation Authori	ty 2018, 2019, 202	0 Fund Distribution	\$4,747	\$4,695	\$4,497	\$5,145	\$5,420	\$5,145							\$9,442	\$4,497	\$0	\$13,939	\$15,710
Santa Cruz	Santa Cruz Metropolitan Transit District (SC Metro)	SC Metro Paratransit Vans Replacement	SC Metro			\$302				\$302							\$302		\$302	
Santa Cruz	Santa Cruz Metropolitan Transit District	Vehicle Replacement (co-nominated with SCCRTC)	SC Metro		\$631					\$631						\$631			\$631	
s	anta Cruz County Metropolitan Transit Dist	trict 2018, 2019, 202	0 Fund Distribution	\$317	\$314	\$302	\$296	\$311	\$296							\$631	\$302	\$0	\$933	\$903
Santa Cruz	1	State Route 1-Freedom to State Park Auxiliary Lanes and Bus On Shoulders	1				\$1,190					\$1,190					\$302	\$888	\$1,190	
Santa Cruz	Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay	Santa Cruz Co.		\$476					\$476						\$476			\$476	
Santa Cruz	Santa Cruz County Regional Transportation Commission	Vehicle Replacement (co-nominated with SC Metro)	SC Metro		\$155					\$155						\$155			\$155	
Santa	Cruz County Regional Transportation Com	1 mission 2018, 2019, 202	0 Fund Distribution	\$317	\$314	\$302	\$ 296	\$ 311	\$ 296		L .		1			\$631	\$302	\$888	\$1,821	\$15
Sonoma	Sonoma County Transportation Authority	Santa Rosa Purchase Zero-Emission Bus	Santa Rosa						\$551	\$551								\$551	\$551	
Sonoma	Sonoma County Transportation Authority	2020 Pedestrian and Surfacing Improvements on Old Redwood Highway, Chico Avenue and Price Avenue	Sonoma County				\$551			\$551							\$551		\$551	
Sonoma	Sonoma County Transportation Authority	Santa Rosa OBAG2 Bicycle and Pedestrian Improvements	Santa Rosa	\$100	\$473					\$473			\$100			\$573			\$573	
Sonoma	Sonoma County Transportation Authority	Route 101 Marin/Sonoma Narrows - Segment C-2	Caltrans		\$579					\$579						\$579			\$579	
oonoma	Sonoma County Transportation Authority		0 Fund Distribution	\$579		\$224	\$5,491	\$515	\$491	¢3/9					L	\$579	\$551	\$551	\$379	\$5,946
				\$5/9	\$5/3	\$001	\$5,491		\$491							\$1,152	\$551			\$5,946
Sonoma/Marin Sonoma/Marin	Sonoma Marin Area Rail Transit District Sonoma Marin Area Rail Transit District	SMART Rail Operations Equipment Expansion Phase 3 SMART Rail Maintenance Equipment Expansion Phase 2	SMART			\$743		\$679		\$679 \$743							\$743	\$679	\$679 \$743	
Sonoma/Marin	Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART		\$1,553	\$743				\$1.553						\$1,553	\$143		\$1.553	
Sonomanna	Sonoma Marin Area Rail Transit District		0 Fund Distribution	\$781		\$743	\$679	\$713	\$679	φ1,000	L I	I	I		I	\$1,553	\$743	\$679	\$2,975	\$1,392
Stanislaus	Stanislaus County Transportation Authority	State Route 132 Phase 2: Four-lane Expressway from Dakota Avenue to Needham Street	StanCOG				\$1,196						\$1,196			••,•••	\$1,196		\$1,196	
Stanislaus	Stanislaus County Transportation Authority	Route 99/Fulkerth Road Interchange Improvements	Turlock		\$2,501					\$2,501						\$2,501			\$2,501	
	Stanislaus County Transportation Authorit	ty 2018, 2019, 202	0 Fund Distribution	\$1,258	\$1,243	\$1,196	\$1,055	\$1,107	\$1,055		LI	l	I		1	\$2,501	\$1,196	\$0	\$3,697	\$3,217
Monterey	Transportation Agency for Monterey County (TAMC)	Regional Wayfinding Program	TAMC		\$163	\$724				\$887						\$163	\$724		\$887	
Monterey	Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway-Highway 218 Segment	TAMC		\$600								\$600			\$600			\$600	
Monterey	Transportation Agency for Monterey County	Route 156 Safety Improvements-Blackie Road Extension	TAMC		\$250							\$250				\$250			\$250	
Monterey	Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway	TAMC	\$500								\$500				\$500			\$500	
	Transportation Agency for Monterey Coun	ty 2018. 2019. 202	0 Fund Distribution	\$761	\$752	\$724	\$639	\$671	\$639		LI	I	I			\$1,513	\$724	\$0	\$2,237	\$1,949
Marin	Transportation Authority of Marin County	Marin Sonoma Narrows - Contract B7	Caltrans				\$3,500		,					\$3,500			\$3,500		\$3,500	
Marin	Transportation Authority of Marin County	North South Greenway Gap Closure - Northern Segment	Caltrans				\$1,500			\$1,500							\$1,500		\$1,500	
Marin	Transportation Authority of Marin County	Downtown SMART Station Phase 2	Novato			\$483				\$483							\$483		\$483	
Marin	Transportation Authority of Marin County	Marin-Sonoma Narrows (Design Contract A4)	Transportation Authority of Marin		\$250								\$250			\$250			\$250	
Marin	Transportation Authority of Marin County	Marin-Sonoma Narrows (Design Contract B1)	Transportation Authority of Marin		\$250								\$250			\$250			\$250	
Marin	Transportation Authority of Marin County	Francisco Blvd West Multi-Use Pathway (2nd Street to Andersen Drive)	San Rafael	\$502						\$502						\$502			\$502	
	Transportation Authority Marin County		0 Fund Distribution	\$503	\$499	\$5,483	\$579	\$598	\$579							\$1,002	\$5,483	\$0	\$6,485	\$1,756
Nevada	Truckee	Town of Truckee Railyard Redevelopment Area Transit Center/Plaza (Railyard Transit Center)	Truckee					\$400						\$400				\$400	\$400	
Nevada	Truckee	Truckee Annual Paving and Drainage Rehabilitation	Truckee				\$200			\$200								\$200	\$200	
Nevada	Truckee	2020 Paving and Drainage: Bridge Street, Jibboom Street, and Church Street	Truckee			\$100				\$100							\$100		\$100	
Nevada	Truckee	2018 Annual Slurry Seal Program	Truckee	\$200		Т				\$200		Т	Т			\$200			\$200	
	Truckee	2018, 2019, 202	0 Fund Distribution	\$100	\$100	\$100	\$200	\$200	\$200		· · · · ·					\$200	\$100	\$600	\$900	\$0
Tulare	Tulare County Transportation Authority	Avenue 280 Widening (Santa Fe to Lovers Lane) in Visalia	Visalia				\$1,387		\$3,844	\$3,844				\$1,387			\$1,387	\$3,844	\$5,231	
Tulare	Tulare County Transportation Authority Tulare County Transportation Authority	Route 198 and Akers Street Interchange Improvement	Visalia 0 Fund Distribution	\$259 \$1,347		\$1,387	\$1,258	\$1,328	\$1,258	\$2,435				\$259		\$2,694 \$2,694	\$1,387	\$3,844	\$2,694 \$7,925	\$0
	1			φ1,34 <i>1</i>	φ1,34 <i>1</i>	φ1,30 <i>1</i>	¢1,208		\$1,258	****						ə2,094	\$1,387			\$0
Mendocino	Ukiah	South State Street and Dora Street Rehabilitation Project	Ukiah					\$600		\$600		_							\$600 \$600	
	Ukiah	2018 2019 202	0 Fund Distribution	\$0	\$0	\$0	\$200	\$200	\$200							\$0	\$0	\$600		\$0

County	Nominating Agency	Project Title	Implementing Agency	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	CON	Con Eng	PAED	PSE	RW	RW Sup	Total 2018 LPP Programmed	Total 2019 LPP Programmed	Total 2020 LPP Programmed	Total LPP Programmed	Total LPP Unprogrammed
Mendocino	Willits	2019 Asphalt Maintenance Program	Willits			\$100				\$100							\$100		\$100	
Mendocino	Willits	2018 Asphalt Maintenance Program	Willits		\$100					\$100						\$100			\$100	
Mendocino	Willits	Asphalt Maintenance Program FY 17-18	Willits	\$100						\$100						\$100			\$100	
	Willits	2018, 2019, 202	0 Fund Distribution	\$100	\$100	\$100	\$200	\$200	\$200							\$200	\$100	\$0	\$300	\$600
Yuba	Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	Yuba County					\$600		\$600								\$600	\$600	
Yuba	Yuba County	Erle Road Rehabilitation	Yuba County			\$300				\$300						\$200	\$100		\$300	
	Yuba County	2018, 2019, 202	0 Fund Distribution	\$100	\$100	\$100	\$200	\$200	\$200							\$200	\$100	\$600	\$900	\$0
														Totals:		\$199,997	\$120.000	\$272.226	\$592,223	\$80,358
Amended Local Partnership Formulaic Program (\$1,000's) Resolution LPP-P-2122-20

Funding Detailed Breakdown - 2018, 2019, 2020 Program

Total projects: 174

(in 1,000's)	2018 Program	2019 Program	2020 Program		
Programmed	\$199,997	\$120,000	\$272,226		
Unprogrammed	\$0	\$0	\$80,357		
Program End Dates	June 30, 2020	June 30, 2021	June 30, 2023		

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 17-18, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.26, Action

Prepared By: Anja Aulenbacher Assistant Deputy Director

Published Date: August 5, 2022

Subject: Adoption of the 2022 Local Partnership Formulaic Program Funding Distribution, Resolution G-22-61

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2022 Local Partnership Formulaic Program Funding Distribution for fiscal years 2023-24 and 2024-25 as outlined in the 2022 Local Partnership Formulaic Program Proposed Funding Distribution, set forth in Attachment B.

<u>lssue:</u>

The primary objective of the Local Partnership Formulaic Program (Formulaic Program) is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved taxes, tolls, or fees dedicated solely to transportation improvements.

The 2022 Local Partnership Program Formulaic Funding Distribution, shown in Attachment B, outlines the proposed funding distribution for taxing authorities determined by staff to be eligible for the 2022 Formulaic Program prior to August 17, 2022. The 2022 Local Partnership Formulaic Program Guidelines describe how the proposed formulaic funding distribution is established. Pursuant to the guidelines, the 2022 Local Partnership Program Formulaic Funding Distribution includes two years of programming (fiscal years 2023-24 and 2024-25). All eligible taxing authorities will receive a minimum annual amount of \$200,000.

On June 24, 2022, Commission staff published the draft 2022 Local Partnership Program Proposed Formulaic Funding Distribution which outlined the proposed funding for eligible taxing authorities. Staff solicited feedback to ensure included and potentially eligible jurisdictions had an opportunity to review, comment, request modifications, and submit information to verify eligibility prior to the August 2022 Commission meeting. Staff did not receive feedback from stakeholders requesting modifications, however, the funding distributions were updated based on the most current local sales tax revenues data available from the most recent four quarters as reported for each local tax by the California Department of Tax and Fee Administration. Changes to the funding distribution based on this update were minimal.

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CHAIR AND COMMISSIONERS

Reference No.: 4.26 August 17-18, 2022 Page 2 of 2

Background:

Senate Bill 1 (SB 1) (Chapter 5, Beall, Statutes of 2017) created the Local Partnership Program and authorized \$200 million annually to fund the Program. Assembly Bill 115 (Chapter 20, Committee on Budget, Statutes of 2017) clarified SB 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

The Formulaic Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements. Only agencies with Commission-adopted funding and committed local matching funds are eligible to receive the Formulaic Program funding.

The Formulaic Program recognizes new or renewed voter-approved self-help efforts and incentivizes jurisdictions to pursue future tax measures, tolls, or fees. One-time incentive funding is provided to jurisdictions that seek and receive voter approval of new or renewed tax measures, tolls, or fees, if those tax measures, tolls, and fees are in effect for a minimum period of ten years, are dedicated solely to transportation, and, for sales taxes, are equal to or greater than one quarter cent. The incentive funding is equal to the jurisdiction's projected annual revenue of the voter-approved tax initiative, not to exceed \$5,000,000 per measure and \$20,000,000 total annually.

On August 5, 2022, staff posted the revised funding distribution for the 2022 Local Partnership Formulaic Program on the Commission's website for review.

Attachments:

- Attachment A: Resolution G-22-61
- Attachment B: 2022 Local Partnership Program Formulaic Funding Distribution

Reference No.: 4.26 August 17-18, 2022 Attachment A

CALIFORNIA TRANSPORTATION COMMISSION Adoption of the 2022 Local Partnership Program Formulaic Funding Distribution RESOLUTION G-22-61

- 1.1 WHEREAS, on April 28, 2017, Governor Brown signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees, which taxes or fees are dedicated solely to transportation improvements; and
- 1.2 **WHEREAS**, on June 27, 2017, Governor Brown signed Assembly Bill 115 (Ting, Chapter 20, Statutes 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program; and
- 1.3 **WHEREAS**, on June 24, 2022, staff published the draft 2022 Local Partnership Formulaic Program Proposed Funding Distribution for eligible jurisdictions to review and provide comments; and
- 1.4 **WHEREAS**, staff did not receive feedback from stakeholders requesting modifications, however, the funding distributions for the 2022 Local Partnership Formulaic Program were updated based on the most current taxes, tolls, and fees data available; and
- 1.5 **WHEREAS**, on August 5, 2022, staff posted the revised 2022 Local Partnership Program Formulaic Funding Distribution on the Commission's website for review.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the Commission adopts the 2022 Local Partnership Program Formulaic Funding Distribution as reflected in the Attachment; and
- 2.2 **BE IT FURTHER RESOLVED**, that staff is authorized to make minor technical changes as needed to the 2022 Local Partnership Program Formulaic Funding Distribution; and
- 2.3 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2022 Local Partnership Program Formulaic Funding Distribution to the Commission's website.

2022 Local Partnership Program Formulaic Funding Distribution (Dollar amounts in \$1,000's) Resolution G-22-61

Local Partnership Program					2	023-24	20	024-25
Local Partnership Program Annual Appropriation					\$	200,000	\$ 2	200,000
	Se	t-Aside Incer	tive Fu	nding	\$	(20,000)	\$	(20,000)
Competitive Program (40%)					\$	72,000	\$	72,000
2020 Competitive Overprogramming					\$	(25,800)		
Redistributed Incentive Funds FY 20-21 (\$4 mi					\$	12,000		
Subtotal Available	e fo	or Competitiv	ve Prog	ram	\$ \$	58,200	\$	72,000
Formulaic Program (60%)						108,000	\$	108,000
2020 Formulaic Net		-			\$	(582)		
Redistributed					\$	582		
Subtotal Availa	ble	for Formula	aic Pro	gram	\$	108,000	\$ ·	108,000
Proposed Annual Formulaic Funding Distribution						1		
Tolls + VRF + parcel/property tax			5	.55%	\$	5,989	\$	5.989
North sales tax				.63%	\$	27,682	\$	27,682
South sales tax			68	.82%	\$	74,329	\$	74,329
Funding Based on Voter-Approved Tolls, Vehicle Registration Fee (VRF), P	arc	ol/Property	Tay Po	vonue	2	023-24	20)24-25
Revenue								JZ4-2J
			(100		F	unding	Fu	inding
Alameda County Transportation Commission (Measure F-VRF) *				,243	\$	200	\$	200
Alameda-Contra Costa Transit District (Measure C1-Parcel Tax)				,054	\$	319	\$	319
Bay Area Rapid Transit District (Measure RR-Parcel Tax)				,876	\$	730	\$	730
Bay Area Toll Authority (Regional Measure (RM) 1, RM 2, RM 3-Tolls)				,157	\$	3,340	\$	3,340
City and County of San Francisco (Prop. D-Bus. Tax)				,218	\$	200	\$	200
City/County Association of Governments of San Mateo County (Measure M-VRF)			,442	\$	200	\$	200
Orinda (Measure L-Parcel Tax)				,507	\$	200	\$	200
San Francisco County Transportation Authority (Prop AA-VRF) *	_		\$ 5	,514	\$	200	\$	200
Santa Clara Valley Transportation Authority (Measure B-VRF)*				,446	\$	200	\$	200
Transportation Authority Marin County (Measure B-VRF) *				,404	\$	200	\$	200
Yuba County (Measure D-Depletion Surcharge)				,163	\$	200	\$	200
		Totals	\$ 468	,023	\$	5,989	\$	5,989
Funding Based on Voter-Approved Sales Tax Revenue and Population - No	rth				2	023-24	20)24-25
		Revenue	Popula	ation	_ _		-	
County (Agency)		(25%)	(75%	%)	г	unding	FU	unding
Alameda (Alameda County Transportation Commission) *	\$	191,376	1,65	1,979	\$	3,303	\$	3,303
Contra Costa (Contra Costa Transportation Authority)	\$	119,849	1,15	6,555	\$	2,272	\$	2,272
El Cerrito	\$	2,023		N/A	\$	200	\$	200
Martinez	\$	4,499		N/A	\$	200	\$	200
Fresno (Fresno County Transportation Authority)	\$	109,047	1,01	1,273	\$	1,999	\$	1,999
Lake (Clearlake)	\$	2,730		6,509	\$	200	\$	200
Madera (Madera County Transportation Authority)	\$	15,724		7,396	\$	312	\$	312
Marin (Transportation Authority Marin County) * ^	\$	34,771	25	7,135	\$	386	\$	386
Marin (Sonoma Marin Area Rail Transit District) ^	\$	24,457		-	\$	213	\$	213
Mendocino (Fort Bragg)	\$	1,219		7,153	\$	200	\$	200
Mendocino (Point Arena) Mendocino (Ukiah)	\$ \$	66 3,780	1	443 6.080	\$ \$	200 200	\$ \$	200 200
Mendocino (Willits)	э \$	1,062		4,920	\$ \$	200	۰ ۶	200
Merced (Merced County Transportation Authority)	ф \$	26,626		4,338	\$	550	\$ \$	550
Monterey (Transportation Agency for Monterey County) ^	ф \$	37,593		4,338 3,716	\$	650	\$ \$	650
Monterey (Monterey-Salinas Transit District) ^	\$	12,307	-0-	-	\$	231	\$	231
Napa (Napa Valley Transportation Authority)	\$	24,478	13	6,179	\$	297	\$	297
Nevada (Truckee)	\$	3,670		7.100	\$	200	\$	200
Sacramento (Sacramento Transportation Authority)	\$	171,823		/	\$	3,121	\$	3,121
San Benito (Council of San Benito County Governments)	\$	12,677		5,479		200	\$	200
San Francisco (San Francisco County Transportation Authority) * ^	\$	102,981		2,754	\$	1,420	\$	1,420
San Francisco (Caltrain) * ^	\$	30,370		-	\$	368	\$	368
San Joaquin (San Joaquin County Transportation Authority)	\$		78	4,298	\$	918	\$	918
San Mateo (San Mateo County Transportation Authority) ^	\$	109,875	74	4,662	\$	699	\$	699
	\$	219,315		-	\$	1,396	\$	1,396
		30,370		-	\$	183	\$	183
San Mateo (Caltrain) * ^	\$			4 783	\$	4,571	\$	4,571
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^	\$	574,700	1,894	1,1 00			\$	330
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^	\$ \$	574,700 30,370		-	\$	330		302
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^	\$ \$ \$	574,700 30,370 27,581		- 6,564	\$ \$	302	\$	302
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^	\$ \$ \$	574,700 30,370 27,581 27,626	26	- 6,564 -	\$ \$	302 302	\$	100
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^	\$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678	26	-	\$ \$	302 302 493	\$ \$	493
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^	\$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457	260 482	- 6,564 - 2,404 -	\$ \$ \$ \$	302 302 493 472	\$ \$ \$	472
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority)	\$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389	260 482 549	- 6,564 - 2,404 - 9,466	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095	\$ \$ \$	472 1,095
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals	\$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385	260 482	- 6,564 - 2,404 - 9,466	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	472 1,095 27,682
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385	260 482 549 12,35	- 6,564 - 2,404 - 9,466 7,804	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	472 1,095
Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 Revenue	260 483 549 12,35	- 6,564 - 2,404 - 9,466 7,804 ation	\$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682	\$ \$ \$ \$	472 1,095 27,682
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency)	\$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 Revenue (25%)	260 482 544 12,35 Popula (75%	- 6,564 - 2,404 - 9,466 7,804 7,804 ation %)	\$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682 023-24 unding	\$ \$ \$ \$ Fu	472 1,095 27,682 024-25 Inding
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Santa Cruz Authority) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 1 Revenue (25%) 20,021	260 482 544 12,35 Popula (759 175	- 6,564 - 2,404 - 9,466 7,804 7,804 ation %) 9,329	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682 023-24 unding 516	\$ \$ \$ \$ Fu \$	472 1,095 27,682 024-25 Inding 516
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz Courty Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Los Angeles (Los Angeles County Metropolitan Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 Revenue (25%) 20,021 4,325,619	260 483 544 12,35 Popula (75% 175 9,86	- 6,564 - 2,404 - 9,466 7,804 7,804 4 6 9,329 1,224	\$ \$ \$ \$ \$ \$ 2 F \$ \$	302 302 493 472 1,095 27,682 023-24 unding 516 38,700	\$ \$ \$ \$ F t \$	472 1,095 27,682 024-25 unding 516 38,700
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) * Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Los Angeles (Los Angeles County Metropolitan Transportation Authority) Orange (Orange County Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 31,678 24,457 62,389 2,163,385 Revenue (25%) 20,021 4,325,619 414,018	260 482 544 12,35 Popula (759 177 9,86 3,162	- 6,564 - 2,404 - 9,466 7,804 7,804 7,804 7,804 1,224 2,245	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682 023-24 unding 516	\$ \$ \$ \$ Fu \$	472 1,095 27,682 024-25 Inding 516
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Santa Cruz Negional Transportation Commission) ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Los Angeles (Los Angeles County Metropolitan Transportation Authority) Riverside (Riverside County Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 Revenue (25%) 20,021 4,325,619	260 482 544 12,35 Popula (759 177 9,86 3,162 2,433	- 6,564 - 2,404 - 9,466 7,804 7,804 4 6 9,329 1,224	\$ \$ \$ \$ \$ \$ 2 F \$ \$	302 302 493 472 1,095 27,682 023-24 unding 516 38,700 9,302 7,044	\$ \$ \$ \$ F L \$ \$	472 1,095 27,682 024-25 Inding 516 38,700 9,302
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Caltrain) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Corange (Crange County Transportation Authority) Riverside (Riverside County Transportation Authority) San Bernardino (San Bernardino County Transportation Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 Revenue (25%) 20,021 4,325,619 414,018 281,291	260 483 12,35 Popula (759 179 9,86 3,162 2,433 2,18	- 6,564 - 2,404 - 9,466 7,804 7,804 7,804 9,329 1,224 2,245 5,525	\$ \$ \$ \$ \$ \$ 2 F \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682 023-24 unding 516 38,700 9,302	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	472 1,095 27,682 024-25 Inding 516 38,700 9,302 7,044 6,328
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Santa Cruz Authority) * ^ Santa Cruz (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Los Angeles (Los Angeles County Metropolitan Transportation Authority) Riverside (Riverside County Transportation Authority) San Bernardino (San Bernardino County Transportation Authority) San Diego (San Diego Regional Transportation Commission)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,3852,163 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,385 2,163,585 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,163,595 2,164,595 2,164,595 2,164,595 2,164,595 2,164,595 2,164,595 2,164,595 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165 2,165	260 483 12,35 Popula (759 179 9,86 3,162 2,433 2,18 3,28	- 6,564 - 2,404 - 9,466 7,804 7,804 7,804 2,245 5,525 5,525 7,665	\$\$\$\$\$ \$ 8 9 9 9 9 9 9 9 9	302 302 493 472 1,095 27,682 023-24 unding 516 38,700 9,302 7,044 6,328	\$ \$ \$ F L \$ \$ \$	472 1,095 27,682 024-25 Inding 516 38,700 9,302 7,044
San Mateo (Caltrain) * ^ Santa Clara (Santa Clara Valley Transportation Authority) * ^ Santa Clara (Santa Cruz County Regional Transportation Commission) ^ Santa Cruz (Santa Cruz Metropolitan Transit District) ^ Sonoma (Sonoma County Transportation Authority) ^ Sonoma (Sonoma Marin Area Rail Transit District) ^ Stanislaus (Stanislaus County Transportation Authority) Totals Funding Based on Voter-Approved Sales Tax Revenue and Population - So County (Agency) Imperial (Imperial County Local Transportation Authority) Corange (Crange County Transportation Authority) Riverside (Riverside County Transportation Authority) San Bernardino (San Bernardino County Transportation Authority) Santa Sales Tax Revenue and Population Authority)	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	574,700 30,370 27,581 27,626 31,678 24,457 62,389 2,163,385 2,163,385 2,163,385 2,163,385 20,021 4,325,619 414,018 281,291 252,793 405,921	260 483 544 12,35 Popula (75% 9,86 3,166 2,433 2,18 3,28 3,28 3,28 3,28	- 6,564 - 2,404 - 9,466 7,804 7,804 7,804 2,245 5,525 7,665 7,306	\$\$\$\$\$ \$ F \$\$\$ \$\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	302 302 493 472 1,095 27,682 0023-24 unding 516 38,700 9,302 7,044 6,328 9,591	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	472 1,095 27,682 124-25 104109 516 38,700 9,302 7,044 6,328 9,591
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* Agency listed more than once. ^ Multiple agencies within county with countywide tax.

¹ Actual amount will be determined when Fiscal Year 2022-23 unused incentive funding is determined and redistributed.

8. CALTRANS UPDATES/ ANNOUNCEMENTS

Presented by Caltrans Staff



Contact: Ben Guerrero, Local Area Engineer Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

New District 11 Local Assistance Engineer (DLAE)

Please welcome the Caltrans District 11 Local Assistance Engineer (DLAE) **Bryan Ott**! He resumes this management role as a permanent assignment and will look forward to continued collaboration on both the State and federal aid funding opportunities.

Inactive Projects

Projects must be billed within the specified and agreed-upon timeframe to avoid de-obligation of funds.

On August 15, 2022, the "Inactive" and "Future Inactive" project list was updated. Action is required by the County of Imperial and the City of Brawley.

May 6, 2022 was the deadline to submit "Inactive" invoices or a justification. District 11 must receive accurate and complete invoices to prevent de-obligation of federal funds! Verify on the "Inactive" link shown below for Inactive Project dates. Any agency that does not invoice before "Inactive" status must submit a justification on the spreadsheet available for download through this link –

https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/inact/justification-inactive-projects-blank-form-20210203-a11p.xlsx

Caltrans will communicate adverse actions, acceptance, or denial of project justifications.

A complete list of Inactive Projects - https://dot.ca.gov/programs/local-assistance/projects/inactive-projects

Note: An invoice is not cleared from either "Inactive" or "Future Inactive" lists until paid by the State Controller's Office. Provided local agencies adhere to the format described in Chapter 5 of the Local Assistance Procedures Manual (LAPM), invoices typically are paid by check within 60 days of receipt (or 50 days if paid through Electronic Funds Transfer).

Please notify Caltrans with any anticipated submittal date for a forthcoming inactive project invoice. FHWA now requires status updates quarterly. Email the Local Assistance Program Support Analyst, Alma Sanchez, at <u>Alma.Sanchez@dot.ca.gov</u>

<u> Highway Safety Improvement Program (HSIP) Applications Due to Caltrans – September 12, 2022</u>

The Highway Safety Improvement Program (HSIP) Cycle 11 applications are due electronically to Caltrans by September 12, 2022. Please access the instructions and details through this following link –

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

Federal Bridge Investment Program (BIP) – Applications Are Due September 8, 2022!

The U.S. Department of Transportation (USDOT) issued a notice of funding opportunity (NOFO) for the Bridge Investment Program (BIP) on June 10, 2022. BIP funding is separate from, and supplemental to, the \$5.3 billion in bridge formula funding distributed nationwide earlier this year.

This NOFO seeks applications for **Bridge Projects (eligible costs less than \$100 million).** A project must be reasonably expected to begin construction within 18 months after the obligation of BIP funds and preliminary engineering is complete for the project.

Please access the instructions and details through this following link -

https://www.grants.gov/web/grants/view-opportunity.html?oppId=341050



Contact: Ben Guerrero, Local Area Engineer Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

Preparation Schedule for California Transportation Commission (CTC) Allocation Requests

Please review the preceding schedule of deadlines to send allocation request packages for California Transportation Commission (CTC) approval during the December 7-8, 2022, CTC meeting.

When possible, do not wait to submit requests. Caltrans District 11 must receive all documents at least two months prior to the CTC meeting date.

Friday, October 7, 2022, is the final deadline (for that December 7-8, 2022, CTC meeting).

Annual Deadline for *Local Assistance Procedures Manual* Exhibits 9-B & 9-C – Past due June 1, 2022

Reminder that a completed "Local Agency Disadvantaged Business Enterprise (DBE) Annual Submittal Form" (Exhibit 9-B) and a "Local Agency Americans with Disabilities Act (ADA) Annual Certification Form" (Exhibit 9-C) *were due June 1, 2022* for Federal Fiscal Year 22/23 (October 1, 2022 to September 30, 2023) per *Local Assistance Procedures Manual (LAPM)* Chapter 9, Sections 9.3 and 9.6.

Failure to submit the completed forms delays processing of Requests for Fund Authorization (E-76).

Link to the *Local Assistance Procedures Manual* – <u>dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm</u>

Link to the *Local Assistance Procedures Manual* forms – dot.ca.gov/programs/local-assistance/forms/local-assistance-procedures-manual-forms

Projects with Lapsing Project End Dates (PED)

Project phases must be complete or approved for time extensions during the specified and agreed-upon timeframe to avoid de-obligation of funds.

On **June 1, 2022**, the list of active project end dates was updated. To avoid expiration, action is required by ICTC and the County of Imperial, as well as the City of Calexico.

A complete PED list – <u>https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates</u>

To initiate an extension or for further assistance, please contact the Local Area Engineer, Benjamin Guerrero.

Caltrans Division of Local Assistance Blog (LAB)

Caltrans Local Assistance Blog (LAB) clarifies and contributes to successful delivery of transportation projects using federal resources – <u>LocalAssistanceBlog.com</u>

2022 Local Assistance Publication Updates

Caltrans has released updates to the 2022 *Local Assistance Procedures Manual (LAPM)* and the *Local Assistance Program Guidelines (LAPG)*. All changes appear in Local Programs Procedures (LPP) 21-01 – https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lpp/lpp21-01.pdf

The *LAPM* guides the scope, organization, design, construction, and maintenance of public transportation facilities when projects are funded with federal or State dollars. The *LAPM* describes the processes, procedures, documents, authorizations, approvals, and certifications required to receive federal-aid and/or State funds for many types of local transportation projects.



Contact: Ben Guerrero, Local Area Engineer Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

The *LAPG* provides local agencies with a complete description of the federal and State programs available for financing local public transportation-related facilities. Each program is discussed in detail by chapter and addresses such topics as: project eligibility, project selection process, funding levels, key decision makers, significant dates, relevant statutory references, and related publications.

Please email <u>DLAPublications@dot.ca.gov</u> with any questions.

Invoice Form Required (updated August 2020)

Please transmit all invoices on LAPM Exhibit 5-A (use the August 2020 version).

These following links have details and instructions -

https://dot.ca.gov/programs/local-assistance/projects/local-agency-invoice-process

https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=LAPM5A

With any questions, please contact either the assigned Local Area Engineer or the Local Assistance Program Support Analyst, Alma Sanchez, via email at <u>Alma.Sanchez@dot.ca.gov</u> or phone 619-987-0766.

Disadvantaged Business Enterprise (DBE) Update

As a reminder, *Local Assistance Procedures Manual* (*LAPM*) Exhibit 9-F must accompany every invoice that involves payment to a DBE subcontractor.

Annual FFY Disadvantaged Business Enterprise Goal and Methodology Proposal information is online -

http://www.localassistanceblog.com/2021/10/06/annual-disadvantaged-business-enterprise-goal

Revision to Limits of Reimbursement on High Cost Bridge Projects (Effective Immediately)

The revision to Chapter 6 of the *Local Assistance Program Guidelines (LAPG)* set reimbursement limits on new high-cost bridge projects to be accepted into the Highway Bridge Program (HBP). New policies developed in consultation with the HBP Advisory Committee intend to maximize the use of funds towards structural safety and distribute limited federal funds equitably across the State of California.

Details are in Division of Local Assistance Office Bulletin 22-02, available through this following link -

https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2022/ob22-02.pdf

For any questions regarding this Office Bulletin, please contact Andy Chou at Andy.Chou@dot.ca.gov

<u>Subsidized Classes for Local Agencies – New Learning Opportunities in 2022! (mostly online)</u>

Schedule is available at the following link - <u>https://californialtap.org/index.cfm?pid=1077</u>

Both the Federal Aid Series and Resident Engineers Academy courses fill-up quickly. Please enroll early! Recordings of several trainings are online – https://californialtap.org/index.cfm?pid=1579

Send any questions to the California Local Technical Assistance Program Center: californialtap@csus.edu

The Active Transportation Resource Center (ATRC) offers customized training at no cost. The following link has more information – <u>https://caatpresources.org/1502</u>. To request training, contact <u>ATRC@csus.edu</u>



Contact: Ben Guerrero, Local Area Engineer Benjamin.Guerrero@dot.ca.gov or 619-985-1492 (cell)

For questions about additional training opportunities, please contact the District 11 Local Assistance Training Coordinator, Alma Sanchez, via email at <u>Alma.Sanchez@dot.ca.gov</u> or by phone 619-987-0766.

Title VI Nondiscrimination Program

Caltrans Division of Local Assistance delivered training for Local Public Agencies (LPA) to implement the federally mandated Title VI program. This training provides the LPA with FHWA requirements of Title VI to incorporate nondiscrimination principles and provisions in all locally administered federal-funded programs, plans, and activities.

Additional Title VI resources and recordings of training are available on this webpage –

https://californialtap.org/index.cfm?pid=1579

A reminder for local agencies to comply with all Title VI requirements. See *Local Assistance Procedures Manual (LAPM)* Section 9.2, Title VI of the Civil Rights Act of 1964 (Title VI) and Related Statutes:

Title VI and the additional nondiscrimination requirements are applicable to all programs and activities administered by a recipient, in addition to programs receiving federal financial assistance, due to the Civil Rights Restoration Act of 1987. Nondiscrimination provisions apply to all programs and activities of federal-aid recipients, subrecipients, and contractors, regardless of tier (49 CFR part 21).

Effective September 17, 2020, all local agencies are required to insert the clause from Appendix E of the Title VI Assurance in each federal-aid contract. U.S. Department of Transportation Order No.1050.2 requires Appendix E, which is not included in Exhibit 4-C: Master Agreement – Administering Agency-State Agreement for Federal-Aid Projects. All local agencies must include the provisions indicated in Appendices A - E of the Title VI Assurances in all federal-aid contracts between an agency and a contractor.

The requirements also include providing and maintaining the following, as detailed in *LAPM* Section 9.2: Title VI Nondiscrimination Statement, Assurances (as part of the Master Agreement and Program Supplement Agreement), Designation of a Title VI Coordinator, Complaint Procedures, Data Collection, Training, Limited English Proficiency (LEP) accessibility, Dissemination of Information, Contracts and Agreements, Environmental Justice, Public Hearings and Meetings, Right-of-Way activities, Construction Contract Compliance, Monitoring, and others.

Note that an agency is subject to Title VI program and compliance review at any time.

Link to guidance for Title VI complaints - dot.ca.gov/programs/local-assistance/guidance-and-oversight/title-vi

A Frequently Asked Questions (FAQ) document linked below has further details -

 $\underline{local assistance blog. com/2020/10/29/frequently-asked-questions-faq-new-resource-for-appendix-e-of-the-title-vi-assurances/local assistance blog. Com/2020/10/29/frequently-asked-questions-faq-new-resource-for-assurances/local assistance/local assistance blog. Com/2020/10/29/frequently-assistance blog. Com/2020/10/29/frequently-assistance blog. Com/2020/10/29/frequently-assistanceb/local assistance/local assistance blog. Com/2$



Caltrans and FHWA Live & Virtual Peer Exchange: Project Bundling

August 16, 2022 by Caltrans Division of Local Assistance

An Every Day Counts Innovation Project Bundling and Partnering for Local Public Agencies

October 4th – 8:30 am – 5:00 pm October 5th – 8:30 am – 12:30 pm San Diego, CA

Registration required!

This peer exchange aims to encourage local public agencies (LPAs) to take advantage of efficiencies and buying power created by project bundling, as well as opportunities for partnering with other LPAs that are more familiar with delivering Federal-aid projects.

With the Infrastructure Investment and Jobs Act (IIJA), project bundling becomes more relevant and vital. The law explicitly mentions project bundling as an alternative contracting method for enhanced program delivery. It encourages agencies to establish clear procedures to consistently realize the known benefits.

The Federal Highway Administration (FHWA) and California Department of Transportation (Caltrans) would like to help LPAs make bundling a routine process for saving time, money, and resources, especially as additional funds from the IIJA are rolled out. Bundling is also an opportunity for LPAs to partner for mutual benefits.

If you are part of a LPA and work in planning/programming, design, construction, or asset management, don't miss this worthwhile event!

Agenda Highlights:

- *Roles* Every agency plays a role in the project bundling process. Learn how responsibilities differ between LPAs, metropolitan planning organizations, and State departments of transportation (DOT).
- *Case Studies* Hear how other agencies across the country have benefited from project bundling, including LPAs, State DOTs, and tribes.
- *Action Plans* Participants will receive a template and learn how to create their own Project Bundling Action Plan.
- Resources Get introduced to two project bundling guidebooks: the FHWA Bridge Bundling Guidebook and the FHWA Advanced Project Bundling: A Reference for Getting Started.

Register before September 20th, to receive travel logistics information. It may be necessary to use Google Chrome to access the registration page.

Contact Heidi Rockwood at hrockwood@ara.com for more information.



Related

Every Day Counts - Project Bundling Peer Exchange Webinars May 11, 2022 In "Webinar/Workshop" FHWA Advanced Project Bundling - Free Webinar July 5, 2022 In "Webinar/Workshop" Limited English Proficiency - Four Factor Analysis Training June 23, 2022 In "Training"

- Training, Webinar/Workshop
- < Caltrans Disadvantaged Business Enterprise Oversight Monitoring Review
- > DBE Goal Adjustment Federal Fiscal Year 2021-22

2022 PREPARATION SCHEDULE

CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS

AGENDA ITEM(S) DUE DATES

Prepared by:

OFFICE OF CTC LIAISON **DIVISION OF FINANCIAL PROGRAMMING CALIFORNIA DEPARTMENT OF TRANSPORTATION**

As of:

August 2021

2022 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts	District Submits Off System and On System Requests to HQ Divisions	HQ Divisions Submit Final Off System and On System Requests to Budgets	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date and Location:	10:00 AM District & CTC	10:00 AM HQ Divisions	5:00 PM Email to HQ Budgets	10:00AM Email to CTC Liaison	10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov
Jan 26-27 - Sacramento	Mon, Nov 29, 21	Mon, Dec 6, 21	Fri, Dec 10, '21	Fri, Dec 17, '21	Fri, Dec 17, '21
Mar 16-17 - San Diego	Tue, Jan 18, 22	Mon, Jan 24, 22	Mon, Jan 31, '22	Wed, Feb 9, '22	Thu, Feb 10, '22
May 18-19 -Central Valley	Mon, Mar 21, 22	Mon, Mar 28, 22	Mon, Apr 4, '22	Wed, Apr 13, '22	Thu, Apr 14, '22
June 29-30 - Sacramento	Mon, May 2, 22	Mon, May 9, 22	Mon, May 16, '22	Wed, May 25, '22	Thu, May 26, '22
Aug 17-18 - Bay Area	Mon, Jun 20, 22	Mon, Jun 27, 22	Tue, Jul 5, '22	Wed, Jul 13, '22	Thu, Jul 14, '22
Oct 12-13 - Santa Barbara	Mon, Aug 15, 22	Mon, Aug 22, 22	Mon, Aug 29, '22	Wed, Sep 7, '22	Thu, Sep 8, '22
Dec 7-8 - Riverside	Mon, Oct 10, 22	Mon, Oct 17, 22	Mon, Oct 24, '22	Wed, Nov 2, '22	Thu, Nov 3, '22
		•	Moved - Christmas	Moved - Christmas	Moved - Christmas

* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas Moved - July 4

Moved - Christmas

California Department of Transportation

OFFICE OF CIVIL RIGHTS P.O. BOX 942874 | SACRAMENTO, CA 94274–0001 www.dot.ca.gov/Civil-Rights



August 10, 2022

Cities, Counties, and Regional Agencies receiving Federal-Aid

The Caltrans Office of Civil Rights (OCR) and Division of Local Assistance (DLA) are partnering to complete a virtual Disadvantaged Business Enterprise (DBE) Oversight Monitoring review. The oversight review is required under 49 Code of Federal Regulations (CFR) Part 26, section 26.37(a) that states in part: "You [Caltrans] must implement appropriate mechanisms to ensure compliance with the Part's requirements by all program participants." Program participants include subrecipients of the Federal Highway Administration (FHWA) grants as issued by Caltrans. The oversight monitoring review will cover six functional DBE responsibilities. The six functional responsibilities are:

- Contract Goal Setting [Part 26, section 26.51(e)]
- Good Faith Efforts [Part 26, section 26.53 (a)(b)(c)&(d)]
- Prompt Payment [Part 26, section 26.29(a)]
- Return of Retainage [Part 26, section 26.29(b)]
- Uniform Report and Running Tally Report [Part 26, section 26.11(a)]
- Commercially Useful Function [Part 26, Section 26.55 (c)(d)]

These six areas were also recommendations for improvement by FHWA in the FHWA DBE Technical Assistance study conducted in 2020. FHWA has advised Caltrans that this fall they plan to complete an oversight monitoring review of Caltrans on the six functional responsibilities, plus certification and program structure.

The impetus of FHWA's oversight monitoring of Caltrans is to make sure Caltrans is following its obligations to implement a program specific to DBE participation without regard to race, color, national origin, or sex in the award and performance of any FHWA-assisted contract or in the administration of the DBE Program as obligated by 49 CFR Part 26 and for subrecipients to follow its obligations as described in Chapter 9 of the Local Assistance Procedures Manual (LAPM) that states "local agency recipients of federal financial assistance shall comply with all elements of Title 49 CFR 26." Caltrans is being measured for conformance with DBE obligations, and we need to demonstrate that Caltrans and our subrecipients are compliant.

The subrecipient oversight monitoring will begin in August 2022. Each District Local Assistance Engineer (DLAE) will identify one subrecipient for the upcoming review. The subrecipient must have two types of contracts ready for review: construction and engineering services. The selected contracts must be either substantially complete or

August 10, 2022 Page 2

fully completed. The contracts must have been awarded and completed between October 2017 and March 2022. The review areas are noted as the six functional DBE responsibilities.

The OCR will conduct the virtual oversight monitoring review. An instructional letter for submission with the selected subrecipients will be provided to the selected subrecipients by August 19, 2022.

If you have any questions on the upcoming subrecipient oversight monitoring, please contact Sanjay Singh, Assistant Deputy Director, Office of Civil Rights, at sanjay.singh@dot.ca.gov and/or your respective DLAE.

als. D.L.

08/10/2022

David DeLuz Date Deputy Director, Civil Rights

08/10/2022

Dee Lam Date Division Chief, Local Assistance

Memorandum

To: TOM OSTROM Division Chief Division of Engineering Services Date: August 16, 2022

DEE LAM Division Chief Division of Local Assistance

DAVID PRIZMICH Division Chief Division of Procurement and Contracts

MARLON FLOURNOY Division Chief Division of Transportation Planning

From: LAWRENCE WOOSTER Office Chief Contract Evaluation Branch/Engineering Support Branch Office of Civil Rights

subject: FHWA DBE GOAL SETTING MID-YEAR ADJUSTMENT

For Federal Fiscal Years (FFYs) 2021-2023, Caltrans submitted an overall Disadvantaged Business Enterprise (DBE) goal to the Federal Highway Administration (FHWA) pursuant to 49 CFR Part 26 Subpart C §26.45, for federalaid highway projects. Caltrans current overall DBE goal is 22.2%

As of June 30, 2022, Caltrans year to date commitment at award was 21.25%, short of the current overall DBE goal of 22.2%. 49 CFR Part 26 Subpart C §26.51(f)(2) states, "If you determine that you will fall short of your overall goal, then you must make appropriate modifications in your use of race-neutral and/or race-conscious measures to allow you to meet the overall goal."

DBE goal setting recommendations are reviewed and approved by the Engineering Support Branch in the Office of Civil Rights. The Caltrans 2016 DBE Program Plan, Part II - Section 1E, further discusses Caltrans goal setting methodology. It states, "DBE contract goals are calculated for each project based on subcontracting opportunities and DBE availability and include a factor to account for an abundance of DBE firms." The existing DBE goal setting methodology was reviewed, and previous DBE contract goal data was analyzed by district. The analysis considered the following data: the average overall DBE contact goal, the total number of contracts with a DBE goal, the number of Good Faith Effort (GFE) evaluations, and the number of certified DBE's. This data evaluation led to a proposal to modify the factor based on district.

As of June 1, 2022, the Engineering Support Branch started to increase the recommended DBE contract goals to optimize DBE subcontracting opportunities. These adjustments increased the DBE contract goals between 0.6% and 1.5%. Additionally, contracts with higher dollar values will also be closely evaluated to optimize subcontracting opportunities.

If there any questions, please contact Larry Wooster by e-mail at lwooster@dot.ca.gov or by phone at (916) 639-5539

APPROVED

DAVID DELUZ Deputy Director Office of Civil Rights

August 16, 2022 Date

c: Siddareddy Pedaballi, Office Chief, DES – Office of Construction Contract Awards

Tanzeeba Kishwar, Office Chief, DLA – Office of Guidance and Oversight Esther Morris, Assistant Division Chief, DPAC – A & E Contracts Erin Thompson, Office Chief, DOTP – Office of Regional Planning To: ICTC Commission

Date: AUgust 2022

From: GUSTAVO DALLARDA Caltrans District 11 Director

subject: DISTRICT DIRECTOR'S REPORT

CONSTRUCTION

 I-8/Imperial Avenue Interchange: The project includes installing two ramps that will provide direct access to southbound Imperial Avenue which will provide connectivity to southern El Centro. The interchange was opened to traffic on December 21st. The community identifier installation was completed on February 8.



The contractor will continue with plant establishment and close out activities through 2023.

https://dot.ca.gov/caltrans-near-me/district-11/current-projects/i8-imp-interchange

2. **SR-98 Widening Project:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Blvd were widened and improved to serve the expansion to the west. SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd widening was completed in October 2019 by the City of Calexico. Construction for stage 1 of the SR-98 widening between Rockwood Avenue and Ollie Avenue was paused in May due to extenuating circumstances. Construction activities have resumed this month, the target completion date for Stage 1 is mid-November. Stage 2 target start date is pending negotiations between Caltrans and stakeholders with the intent to minimize disruptions to local businesses during the holiday season. The total project cost is estimated at \$8.2 million.

- 3. **SR-111 Niland Geyser/Mud Pot:** The SR-111 Niland Geyser/Mud Pot continues to be active. The caldera is approximately 9 feet from the SR-111 edge of traveled way, another smaller caldera recently appeared a few feet to the north-east of the original and is active. Water from the Mud Pot continues free-flowing through the subsurface drainage installed in 2019. The original temporary detour road was opened to traffic in August of 2020. Due to the Mud Pot's unpredictable change in direction, a revised detour was required. The revised detour was completed on April 30, 2021. The detour will remain in place as the mud pot moves beyond the original freeway. *https://www.youtube.com/watch?v=Ek1buV2HA68*
- 4. I-8 Colorado River Bridge Rehab: This project is located near the Arizona border on I-8. The scope includes replacement of bearing pads, portions of the concrete pavement on the bridge deck and approach slabs. Part of workfootprint straddles the California/Arizona border. Detours are expected and will be announced prior to commencement of work. Construction is expected to start in early 2023 and estimated completion is early 2024. The total project cost is estimated at \$11.1 million.

PROJECT DELIVERY

1. Clean California Projects: District 11 will be delivering projects funded by the Clean California Grant Program. They include bus shelter improvements in Niland (SR111), and bus shelter installations in Calipatria (SR111), Brawley (SR86) and Holtville (SR115). Additionally, median island improvements in El Centro (SR86) and a gateway beautification project at SR-7/Nina Lee Rd just north of the Calexico Port of Entry are also included as part of this effort. The projects are expected to be completed by July 2023. Below is a conceptual rendering of the gateway sign.



2. I-8, SR-78 Bridge Rehab at Various Locations: The project scope includes 4 bridge locations on I-8 at Brock Research Center Rd, All American Canal (left/right) Bridges and at Winterhaven Dr/4th Ave. The 2 locations on SR-78 are at Palo Verde Drain and Palo Verde Outfall bridges near Palo Verde. The project is currently in design and is expected to go out to bid in fall 2022 with construction estimated to start in early 2023. Total estimated cost is \$13.2 million.

3. **SR-186 All-American Canal Bridge:** This project proposes to construct a new bridge over the All-American Canal (AAC). The new bridge will improve safety and better facilitate international and interregional movement of people, goods and services. A 2019 feasibility study proposed 8 alternatives including a no-build option. The following stakeholders have been identified, Fort Yuma Quechan Indian Tribe, US BIA, US BOR, IID, International Boundary and Water Commission, County of Imperial, Union Pacific Railroad and US GSA. Project Milestones: Project Approval/Environmental Clearance 6/2024. The Anticipated funding fiscal year for construction is 2025/26.

MAINTENANCE AND TRAFFIC OPERATIONS

 The Clean CA crew has been steadily working on litter abatement efforts for the past several months. The priorities have been the city gateways and SR-86 from the Border Checkpoint to Riverside County line. The crew began work on SR86 in March of 2022 and as of July has picked up 1345 cubic yards of litter from the outside shoulders (border checkpoint to Riverside County line). The combined effort for all other routes (I-8, SR78, SR98, SR111, SR115) was 564 Cu yds as of July. The Clean CA Crews are now cleaning the SR-86 center median with lane closures of the #1 lanes in each direction for safety. They will continue to work on the city gateways as needed.



2. El Centro Traveled Way Crew – Sweeping I-8/SR111, brush control SR111, crack sealing SR115



3. El Centro Functional/Marking Crew – Sign/landscape maintenance, striping and school crossings SR98 in Calexico



4. Midway Traveled Way Crew – Crack sealing SR98, profile grinding I-8



5. Brawley Traveled Way Crew – Sweeping/brush control and crack sealing SR86



6. El Centro Clean CA Crew – Litter control/landscaping activities SR86 near County line



7. **SR-86/Customs & Border Protection Checkpoint Expansion:** AECOM has submitted a revised concept plan with a standard acceleration lane from the secondary inspection facility and it has been approved. AECOM is expected to submit revised design plans with the approved concept soon. The

environmental studies are being prepared by ICTC and will soon be sent for review. Caltrans will assist ICTC in coordinating upcoming meetings.

An environmental document as well all other appropriate studies will be needed to finalize the project. A series of permits will be required for existing traffic control at the checkpoint, for the inspection operations and equipment within the facility, and for a temporary checkpoint while the project is in construction. A new Freeway Maintenance Agreement will be required for the portion of the existing canopy that is within Caltrans ROW.

PLANNING AND LOCAL ASSISTANCE

1. **District 11 Active Transportation Plan:** The D11 Active Transportation Plan Summary Report has been completed and is available to view or download as PDF. In addition, a GIS Story Map site has also been created as a companion to the Summary Report. The Story Map provides an interactive way to view the existing conditions and needs for people walking and biking in District 11 (San Diego and Imperial Counties). The primary outputs of the Active Transportation Plan are lists and maps of location-based needs, prioritized highway segments and crossings. Both the Summary Report and Story Map can be viewed using the following links, respectively.

 https://dot.ca.gov/-/media/dot-media/programs/transportationplanning/documents/active-transportation-complete-streets/caltransreconnecting-communities-program/district11-finalreport-a11y.pdf
 https://storymaps.arcgis.com/stories/807af02be4084bb1bb1854a112b56d5c

2. Project Study Report: Forrester Road Improvements - This study will propose improvements to Forrester Road from I-8 to the SR 78 intersection in the City of Westmorland. This is a critical goods movement corridor that handles a high volume of interregional and local agricultural trucks and anticipated volumes will continue to increase. Caltrans and ICTC are preparing a PSR spearheaded by a Technical Working Group (TWG) that includes the County of Imperial, the Imperial Irrigation District (IID), and the cities of El Centro, Westmorland, Imperial, and Brawley. To address the needs of this corridor, likely improvements will include shoulder widening, passing lanes, intersection improvements, multimodal elements, and a bypass to the city of Westmorland.

3. Local Assistance:

New District Local Assistance Engineer (DLAE)

Please welcome the Caltrans District 11 Local Assistance Engineer (DLAE) Bryan Ott. He resumes this role as a permanent assignment and looks forward to continued collaboration on State and federal aid funding opportunities. Bridge Investment Program (BIP): Applications Due September 8, 2022

The U.S. Department of Transportation (USDOT) issued a first notice of funding opportunity (NOFO) for the Bridge Investment Program (BIP) on June 10, 2022. BIP funding is separate from, and supplemental to, the \$5.3 billion in bridge formula funding distributed nationwide earlier this year.

Applications for projects with eligible costs less than \$100 million due 9/8/22. Please use the following link to access additional information.

https://www.grants.gov/web/grants/view-opportunity.html?oppId=341050

Highway Safety Improvement Program: Applications Due September 12, 2022

The Highway Safety Improvement Program (HSIP) Cycle 11 applications are due electronically to Caltrans by September 12, 2022. Please use the following link to access additional information.

https://dot.ca.gov/programs/local-assistance/fed-and-stateprograms/highway-safety-improvement-program/apply-now

California Transportation Commission (CTC) Allocation Requests

Please review the attached schedule of deadlines to send requests for California Transportation Commission (CTC) allocation at the December 7-8, 2022 CTC meeting. Caltrans District 11 must receive all documents at least two months prior to the preferred CTC meeting date. Friday, October 7, 2022 is the deadline for the December 7-8, 2022 CTC meeting.

RELINQUISHMENTS

- 1. **SR-86** from *SR-111* to Countryside Dr, West Ralph Rd to Calle Estrella, and just east of Brandt Rd to SR-78. Relinquishment to County of Imperial, estimated completion 2026. (#11 on Status Map)
- 2. **SR-86** from Countryside Dr to Treshill Rd. Relinquishment to City of El Centro, estimated completion 2026. (#12 on Status Map)

2022 PREPARATION SCHEDULE

CALIFORNIA TRANSPORTATION COMMISSION (CTC) MEETINGS

AGENDA ITEM(S) DUE DATES

Prepared by:

OFFICE OF CTC LIAISON DIVISION OF FINANCIAL PROGRAMMING CALIFORNIA DEPARTMENT OF TRANSPORTATION

As of:

August 2021

2022 California Transportation Commission (CTC) Meeting Schedule	Local Agency Submits Off System Funds Requests, Program Amendments, and Time Extensions to Caltrans Districts	District Submits Off System and On System Requests to HQ Divisions	HQ Divisions Submit Final Off System and On System Requests to Budgets	Final Agenda Language Due From HQ Divisions to Office of CTC Liaison	Final Book Items Due from HQ Divisions to Office of CTC Liaison
Date and Location:	10:00 AM District & CTC	10:00 AM HQ Divisions	5:00 PM Email to HQ Budgets	10:00AM Email to CTC Liaison	10:00 AM Email to CTC Liaison OCTCL Email: CTCLiaison@dot.ca.gov
Jan 26-27 - Sacramento	Mon, Nov 29, 21	Mon, Dec 6, 21	Fri, Dec 10, '21	Fri, Dec 17, '21	Fri, Dec 17, '21
Mar 16-17 - San Diego	Tue, Jan 18, 22	Mon, Jan 24, 22	Mon, Jan 31, '22	Wed, Feb 9, '22	Thu, Feb 10, '22
May 18-19 - Central Valley	Mon, Mar 21, 22	Mon, Mar 28, 22	Mon, Apr 4, '22	Wed, Apr 13, '22	Thu, Apr 14, '22
June 29-30 - Sacramento	Mon, May 2, 22	Mon, May 9, 22	Mon, May 16, '22	Wed, May 25, '22	Thu, May 26, '22
Aug 17-18 - Bay Area	Mon, Jun 20, 22	Mon, Jun 27, 22	Tue, Jul 5, '22	Wed, Jul 13, '22	Thu, Jul 14, '22
Oct 12-13 - Santa Barbara	Mon, Aug 15, 22	Mon, Aug 22, 22	Mon, Aug 29, '22	Wed, Sep 7, '22	Thu, Sep 8, '22
Dec 7-8 - Riverside	Mon, Oct 10, 22	Mon, Oct 17, 22	Mon, Oct 24, '22	Wed, Nov 2, '22	Thu, Nov 3, '22
	1		Moved - Christmas	Moved - Christmas	Moved - Christmas

* No Scheduled Meeting in: February, April, July, September and November

Moved - Christmas Moved - July 4

Moved - Christmas

IMPERIAL COUNTY

STATUS OF TRANSPORTATION PROJECTS



ENVIRONMENTAL 1. SR-186/I-8 Quechan Interchange Improvements* Complete Dec 2022 2. SR-186 All-American Canal Bridge Complete Mar 2023 3A. SR-86 USBP Checkpoint Canopy* Complete Fall 2022 DESIGN 3B. SR-86 USBP Checkpoint Canopy* Complete Fall 2022 4. I-8 Colorado River Viaduct SB1 Complete April 2021; Begin Construction Early 2023 5. Bridge Rehab Projects on I-8 and SR-78 Ready to List Complete June 2022; Begin Construction early 2023 CONSTRUCTION 6. SR-111 Pavement Rehabilitation, Border to SR-98 Complete late September 2022 7. Calexico East POE Bridge Widening Design/Build Begin Mar 2021; Complete June 2023 8. SR-86/Dogwood Road Intersection Improvements County Permit* Complete Oct 2022 SB1 9. I-8/Imperial Ave Interchange Improvements Open to Traffic Dec 2021; Complete March 2023 10. SR-98 Widening Phase 1C Ollie Ave to Rockwood Ave Complete early 2023 RELINQUISHMENT 11. SR-86 Relinquishment to County of Imperial Date Estimate 2026 12. SR-86 Relinquishment to City of El Centro Date Estimate 2026 The California Department of Transportation (Caltrans) is a partner in this study/projects, although not the lead agency.





9. SCAG UPDATES/ ANNOUNCEMENTS

Presented by SCAG Staff



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 **T:** (213) 236-1800 www.scag.ca.gov

Memorandum

Re:	Southern California Association of Government's (SCAG) Report
From:	David Salgado, Regional Affairs Officer (RAO)
To:	ICTC Committee Meeting
Date:	April 27, 2022

The following is a summary of the SCAG Executive Director's Report and/or Federal and State Legislature Staff Report for the Imperial County Transportation Committee meeting for the month of April 2022.

- 1. 2022 SCAG Regional Conference and General Assembly May 5-6, 2022: On May 5-6, local leaders from throughout Southern California will convene for SCAG's 57th annual Regional Conference and General Assembly at the JW Marriott Desert Springs Resort & Spa in Palm Desert, CA. This two-day conference will bring together state and local elected officials, CEOs, business and civic leaders, transportation and environmental stakeholders, local government staff, and others.
- 2. 2022 SCAG Scholarship Program: Applications are now available for the 2022 SCAG Scholarship Program! The SCAG Scholarship Program offers a \$4,000 scholarship award for seven high school seniors or community college students from the SCAG region (and potentially two additional scholarship awards that are not tied to a specific county but may be awarded at the Regional Council's discretion) and the opportunity to meet with elected officials and practicing planners to learn more about careers in public service.

To be eligible for the scholarship, students must be a resident within the SCAG region, enrolled as a high school senior or community college student, have at least a 3.0 GPA and be eligible to work in the United States. Applicants must complete an application form and submit an essay, two letters of recommendation, and a current transcript. <u>Approximately 100 applicants were received from throughout the 6 county SCAG region.</u>

3. GO HUMAN UPDATE

CALL FOR APPLICATIONS RELEASED FOR COMMUNITY ENGAGEMENT MINI-GRANTS

On March 28, with support from the California Office of Traffic Safety (OTS), SCAG released its Call for Applications for the Go Human Community Engagement Mini-Grants Program to support creative, community-driven traffic safety and engagement projects. SCAG will award up to \$15,000 to 25



selected projects. To access the application or to learn more about the upcoming information sessions and eligibility, please visit the Go Human webpage. **Applications are due Friday, April 29.**

4. <u>REAP UPDATE</u>

REAP 1.0 PROGRAM HIGHLIGHTS

With program implementation well underway for the Regional Early Action Planning Grants (REAP) 2019 program, SCAG has seen some notable successes in the recent months, with almost 60 projects having kicked off by March 2022. These projects include housing element technical assistance, accessory dwelling unit (ADU) analysis, model ordinance templates, affirmatively furthering fair housing (AFFH) analysis, surplus land inventories, housing-supportive infrastructure inventories, and outreach and education across various projects.

The Call for Collaboration, which funds community-based organizations' (CBO) local planning and housing initiatives by promoting community-driven, equitable growth strategies, has kicked off all projects and has thus far increased involvement of CBOs and advocacy groups in housing element development.

The Sustainable Communities Program's (SCP) Housing and Sustainable Development call for projects included 12 project "bundles" for 24 jurisdictions, with eight projects kicked off and four additional projects in the procurement process. This month, SCAG released a request for proposals to seek grant writing technical assistance to support our member jurisdictions applying for affordable housing funding.

REAP 2.0 PROGRAM DEVELOPMENT OUTREACH UPDATE

The Regional Early Action Planning Grants of 2021 (REAP 2.0) Draft Program Guidelines were released on March 24, 2022. Comments on the draft are due by April 15, 2022. While the program guidelines are still being finalized, SCAG hosted one-on-one meetings with subregional councils of government (COG) to identify partnership opportunities for REAP 2.0 stakeholder outreach and program development. SCAG staff will summarize feedback received and share back with the COGs at the April Subregional Directors meeting, along with recommended next steps. SCAG staff also convened the County Transportation Commission (CTC) Partnership Working Group meeting on March 31, 2022, initiating the first in a series of meetings intended to identify partnership initiatives for REAP 2.0.

SCAG will host two virtual information sessions on April 25 and April 27 to share a REAP 2.0 program overview and the program development timeline. During the information sessions SCAG



staff will present the draft framework that SCAG has developed to guide its program development activities. The public comment period will open April 25, 2022 and be open until 3:00 p.m. on May 25, 2022. All comments should be sent to james@scag.ca.gov.

In the coming months SCAG will host virtual focus groups and listening sessions, by sector and geographic area, to seek feedback on core objectives driving the development of the housing supportive infrastructure program and prioritization of projects.

5. SCAG Regional Data Platform (RDP): The Regional Data Platform will standardize regionally significant datasets, provide opportunities for local partners to update their data in real-time, and draw insights from local trends. More specifically, it will be an online tool for SCAG and local jurisdictions to access data necessary for local general plan development and general decision making by monitoring transportation, land development trends, housing and economic growth, and sustainability conditions. The platform will also feature a data-driven collaboration hub for local jurisdictions to engage with stakeholders for individual projects, such as local and regional land use planning, active transportation planning, greenhouse gas reduction strategies and development impact assessments.

Moving beyond just technology, this platform will help government engage with data in a simpler way, allowing the interpretation of information into actionable insights and knowledge, and provide a digital venue for local agencies to engage with their residents using data as a medium.

Process wise, SCAG will enable users to improve the platform through data revision and insight sharing, empower local partners to use the platform for their own initiatives (thereby spotlighting best practices), and ultimately foster continuous experimentation at the local level by helping jurisdictions understand how their plans could impact the region's most significant challenges – transportation, jobs, housing, and sustainability.

- **Housing Element Parcel Tool (HELPR):** The HELPR tool is a readily available mapping and data tool available to SCAG member agencies and partners. The tool drills down on parcel specific data and demographics which will support the development of housing plans and general plan updates.
- Local Information Services Team (LIST): SCAG has created the "Local Information Services Team" to support the roll out of the Regional Data Platform (RDP) and other housing and data support needs.
- 6. SCAG Aerial Imagery Project 2020-21 Update: The flyovers have been completed and an introductory meeting was held with the vendor, EagleView. The meeting was offered to member jurisdictions and stakeholders to introduce some of the new products provided as a part of the project, which includes high resolution imagery, ortho imagery and other products. SCAG is working with the county to finalize an MOU prior to requesting local contributions for supporting the program.

10. CITIES AND COUNTY PLANNING/ PUBLIC WORKS UPDATES

11. ICTC UPDATES/ ANNOUNCEMENTS

Presented by ICTC Staff



1503 N IMPERIAL AVE SUITE 104 EL CENTRO, CA 92243-2875 PHONE: (760) 592-4494 FAX: (760) 592-4410

Memorandum

Date:August 2, 2022To:ICTC Commission MembersFrom:David Aguirre, Interim Executive DirectorRe:Executive Director's Report

The following is a summary of the Executive Director's Report for the ICTC Management Committee meeting on August 10, 2022.

 State Route 86 (Northbound) Border Patrol Checkpoint: State Route 86 (Northbound) Border Patrol Checkpoint: In August 2017 following a year of coordination, Caltrans, the County of Imperial and ICTC met with CBP management and operations staff achieved consensus for a new conceptual alternative prepared by Caltrans. The LTA Board met on September 27, 2017, staff presented the Board with a fund request for \$1.3 million from the 5% Regional Highway Set-Aside from the Measure D allocations. A Consultant Agreement with AECOM for design and construction engineering was approved by the LTA on February 28, 2018. Following our ICTC Board meeting in late Septermber 2020, ICTC has initiated a traffic study as required by Caltrans. Design work has been delayed due to Border Patrol's concern related to their ability to provide additional funding necessary to meet their operational requirements. Discussions have been on-going through to this week of March 15, 2021. On Wednesday, March 17, 2021 ICTC received confirmation from Border Patrol Headquarters in Washington D.C. that they wish to proceed with the original Canopy Design that is similar to Interstate 8 Pine Valley Checkpoint.

As discussed and confirmed with Border Patrol, ICTC will only provide the remaining funds we had available (February 2021) of approximately \$1 million to complete the traffic study, 100% design plans, and construction of the canopy, lighting related to the canopy, and traffic related improvements required by Caltrans. Border Patrol has committed to paying for all other construction related costs and Border Patrol will lead the construction contract. Border Patrol, Caltrans and ICTC are having monthly meetings toward completing design plans and Caltrans Permits with a goal to begin construction in 2022 with construction completed in approximately six months after construction begins.

2) Funding for Phase II of the Calexico West Port of Entry: As previously noted, Congress authorized \$98 million for Phase 1. The U.S. General Services Administration (GSA) began construction for Phase 1 in December 2015 with completion now scheduled for July 2018. Phase 2A was awarded in the amount of \$191million and will include six additional northbound privately-owned vehicle (POV) inspection lanes, permanent southbound POV inspection, expanded secondary inspection and adding a pre-primary canopy, new administration building, and employee parking structure. *Funding for phase 2B was awarded in the amount of \$103.4 million. Work for phase 2B will include demolition of the old port building and construction of the new pedestrian building. The total estimated investment for the Calexico West POE improvements are \$416.2 million.*

3) Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) 2022 Call for Projects – FFY 2022/2023 to FFY 2024/2025: The STBG and CMAQ Call For Projects began on November 18, 2021. The approved 2022 CMAQ & STBG Guidelines are posted on the ICTC website at http://www.imperialctc.org/call-for-projects/. Applications were submitted on Friday, February 25, 2022 to ICTC office. All agencies submitted with the exception of the City of Westomrland and IID. A total of 10 STBG and 11 CMAQ applications were received by ICTC. Funding requests exceed the CMAQ and STBG amounts available for the three (3) fiscal years.

Program	Total Amount Available	Amount Requested by All Applicants				
CMAQ	\$5,222,306	\$9,136,697				
STBG	\$7,706,117	\$16,640,508				

Technical staff representing all the cities and county participated in a scoring and ranking meeting on March 17, 2022, at the ICTC offices. This item was approved by the Commission on April, 27, 2022. *ICTC staff worked with local agency staff and programmed all approved projects in the Federal Transportation Improvement Program (FTIP).* Additionally in response to the Federal Highway Administration (FHWA) corrective action of future CMAQ and STBG funds, ICTC staff will be working with local agency staff to discuss programming of FFY 2025/2026 CMAQ and STBG funds. A separate action item for FFY 2025/2026 CMAQ and STBG funding will be presented to ICTC's governing groups beginning with the ICTC TAC in August 25, 2022.

- 4) IVRMA Joint Powers Agreement (JPA) Amendment: IVRMA has been working with all member agencies towards completing various amendments to the existing IVRMA JPA. The proposed amendments include required newly adopted legislation language and the expansion of services that the IVRMA is anticipated to provide to the member agencies. The Final Draft document is being circulated to all member agencies for review and comment. It is anticipated that the member agencies will approve the amended JPA via individual board action in the August to early September 2022 timeframe and the IVRMA board will approve the amended JPA at the September 2022 board meeting. IVRMA is attempting to amend the JPA prior to the October reporting deadline.
- 5) **Imperial Mexicali Binational Alliance (IMBA):.** The July 14, 2022, IMBA meeting was held in Mexicali and included updates on Mexicali's Park Project, education, border infrastructure projects and economic development updates. The next IMBA meeting is scheduled for September 8, 2022, in the Imperial County. The meeting will be available via Zoom and in-person.
- 6) **Regional Active Transportation Program**: *ICTC staff has been working with staff from the Southern California Association of Governments (SCAG) in the development of the Active Transportation Program (ATP) guidelines. The ATP is funded from various federal and state funds including the federal Transportation Alternatives Program (TAP), the Highway Safety Improvement Program (HSIP), State Highway Account, and Safe Routes to Schools (SR2S). The approved California Transportation Commission 2023 ATP (Cycle 6) program guidelines divide the funds into state and regional shares. State funds are available through a competitive application process. Applicants that are unsuccessful at the state level are considered for regional funds. Regional ATP funds are administered by the Metropolitan Planning Organizations (MPO). SCAG is Imperial County's MPO. Per SCAG's 2023 ATP Regional Guidelines, county transportation commissions may assign up to 20 points to each statewide project application deemed consistent and meeting eligibility requirements. ICTC staff will present the draft scoring methodology to the ICTC TAC in August 25, 2022. If approved, this item will be presented to the management and commission of ICTC.*
- 7) **2022 Long Range Transportation Plan:** The ICTC in its capacity as the Regional Transportation Planning Agency is responsible to lead the Long Range Transportation Plan (LRTP) in Imperial County. The last update to the LRTP was conducted in 2013. ICTC staff completed a Request for Proposal (RFP) to prepare a full update of the Imperial County LRTP. Michael Baker International was the selected consultant.

The goal of the LRTP is to provide the following:

• Identify and promote the relationship between the transportation system to existing and future land use and community comprehensive plans and programs.

- Provide guidance to promote the improvement of multi-modal transportation circulation of people and goods, using both motorized and non-motorized transportation modes, new technologies and infrastructure facilities.
- Recommendations and guidance to provide a safe, efficient, accessible, socially equitable and cost-effective transportation system.
- Ensure compliance with state and federal transportation planning regulations
- Develop recommendations that ensure environmentally sustainable planning practices.

The consultant team continues to work on the existing conditions technical memorandum. The first TAC meeting was held on March 30, 2022, that was attended by a diverse stakeholder group comprised of local, regional, environmental justice groups and economic development organizations. In addition, an all-day event with six (6) subgroup meetings was held on April 6, 2022, that incompassed subgroups for:

- Highways and Local Roadways
- Border and Goods Movement
- Pedestrian, Bicycles and Microbility
- Transit and Paratransit / Senior and Disabled Service
- Environmental and Environmental Justice
- Developers / Economic Development / Small Business Liaison

A steering committee meeting was held on Monday, May 16, 2022, with representatives from County of Imperial Public Works Department, Caltrans, SCAG, and ICTC. The steering committee group provided additional guidelines on the inclusivity of the stakeholder group of the LRTP development process. The existing and future conditions draft report has been completed. The transportation issues and strategies report is under development. Community based organization engagement is underway, scheduling presentation with the organizations in the upcoming months. A TAC meeting is planned in the month of September.

- 8) Calexico Intermodal Transportation Center (ITC): A new Intermodal Transportation Center in the City of Calexico has been part of ICTC's long range transit planning. The new Calexico ITC will serve as a regional mobility hub that will accommodate bus bays for Imperial Valley Transit in addition to the City of Calexico's private transit operators, taxis and farm labor buses. ICTC received a Congestion Mitigation and Air Quality federal program fund to complete the environmental and design plans of the new Calexico ITC. ICTC staff is in the process of completing the contract award for a consultant firm that will complete the environmental and design phase. Currently, ICTC staff is completing the Caltrans award review process with multiple Caltrans' departments. The ICTC Board adopted the agreement with Psomas on September 26, 2018. Environmental phase has been completed. *Design was completed in the month of April 2022 and Right of Way Acquisition is underway. ICTC is exploring funding opportunities to complete the required construction efforts.*
- 9) Calexico East Port of Entry Bridge Widening Project: The Project proposes to widen the bridge over the All-American Canal at the U.S./Mexico border approximately 0.7 miles south of State Route (SR) 7. The project proposes to widen the existing structure by adding four-lanes: Two New Northbound Auto Lanes and Two New Northbound Commercial Vehicle Lanes. In May 2018, Caltrans and ICTC received \$3,000,000 from the California Transportation Commission and the Trade Corridor Enhancement Program (TCEP) to complete the Project Approval and Environmental Document (PA/ED) for the project. In June 2018, Caltrans completed a Project Initiation Document (PID). In Fall of 2018, the PA/ED phase was initiated by Caltrans, technical studies for the National Environment Policy Act (NEPA) document under Caltrans as the NEPA lead are in progress and is scheduled for completion in May 2020. In December 2018, ICTC was awarded \$20 million under the U.S. Department of Transportation's BUILD discretionary grant program to complete the Design-Build construction phase. *The design portion of the project is complete. The project construction is underway, and construction is anticipated to be completed in 2023*.
- 10) Potential Bus Stop in Calipatria: ICTC has evaluated all of its fixed route service routes to attempt to provide service to the east side of Calipatria. Staff conducted time trials as well utilized several types of buses to verify buses would not have issues with other existing stops within proposed routes. Potential stops for the area include a stop along Commercial Avenue and potentially another stop near Alexandria Street. Staff is proposing to utilize its IVC Express route to potentially service the area. ICTC and City staff have begun coordination to implement infrastructure associated with the bus stop(s). ICTC has begun utilizing the IVC Express route to service both bus

stops along the east side (intersection of Bonita Place and Commerial Avenue) and (intersection of Alexandria Street and Brown Avenue) of Calipatria. The City of Calipatria will be engaging its engineering team to review applicable infrastructure needs.

- 11) Imperial Valley Transit (IVT) FREE FARES PROGRAM: On August 7, 2020, the Imperial County Transportation Commission (ICTC) announced the implementation of a Free Fares Program for various Imperial Valley Transit (IVT) services. Eligible services include IVT Fixed Route, IVT Circulators (Blue, Green and Gold Lines), IVT ACCESS and IVT RIDE (EL Centro, Imperial, Heber, Brawley, Calexico, Westshores). All passengers are eligible to benefit from the Free Fares Program. The fares are subsidized by a State of California grant and fare contributions to IVT RIDE passengers by the County of Imperial's Area Agency for the Aging (AAA). Unfortunately, the Free Fares Program ended on March 31, 2022. ICTC began charging fares for all services on April 1, 2022. ICTC will continue to pursue grant opportunities to provide free fares at a later time.
- 12) **State Route 98 Widening from Ollie to Rockwood:** As part of the Calexico West POE Expansion project, SR-98 and Cesar Chavez Boulevard were widened and improved to serve the expansion to the west. Caltrans' SR-98 work between VV Williams and Ollie Avenue was completed in March 2018, and the Cesar Chavez Blvd. Widening was completed in October 2019. Caltrans has completed the design and right of way phase for SR-98 Widening between Rockwood Avenue and Ollie Avenue. On June 24, 2020, CTC authorized construction funding. The total project cost is estimated at \$7 million using a combination of 2016 Earmark Repurposing, Demonstration, Traffic Congestion Relief, ICTC and local funds. *The construction start date was delayed to due to environmental impacts and other utility projects in progress within the project area. Construction of the project began on August 6, 2021. The existing contractor of the project has been removed. Caltrans is coordinating the acquisition of a new contractor to complete the remaining portions of the project.*
- 13) **State and Federal Local funding Obligations:** Projects programmed in programmed in Federal Fiscal Year (FFY) 2019/2020 were fully obligated according to Caltrans Local Assistance. Beginning October 1, 2020, agencies can move forward with request for authorization (RFA) for Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant program (STBG) programmed in FFY 2020/2021. Other state funding also included in the Federal Transportation Improvement Program (FTIP) include the Active Transportation Program (ATP).
- 14) **2018 Trade Corridor Enhancement Program:** The Trade Corridor Enhancement Program (TCEP), created by Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), provides approximately \$300 million annually for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. ICTC in partnership with Caltrans and the San Diego Association of Governments (SANDAG) were successful in receiving TCEP funds for Advanced Technology Corridors at the California-Mexico Ports of Entry (POE). The goal project is to implement Intelligent Transportation System (ITS) strategies that will improve border travel delays. Some of the ITS strategies will include Bluetooth and Wi-Fi readers to help track vehicle delays, as well as implement changeable message signs on State Routes to inform border travelers of POE delays. Caltrans will serve as the implementing agency of this project and has an estimated completion date of early 2020. *Caltrans has initiated the environmental phase and preliminary design of the project. TCEP funds will be used in collaboration with the BUILD grant award for the design and construction phases. ICTC made a request for allocation from the California Transportation Commission (CTC) for the \$7.5 million for design and construction at their June 23, 2021 meeting.*
- 15) State Legislation for Transportation Funding SB 1 Road Maintenance and Rehabilitation Account (RMRA): According to the California League of Cities, overall local streets and roads allocations to cities and counties from the Highway Users Tax Account (HUTA) and the Road Maintenance and Rehabilitation Account (RMRA) are projected to climb 14.8% in the current fiscal year, 2021-22, above last year, reflecting a rebound from peak impacts of the pandemic in 2020. For the budget year 2022-23, allocations are projected to grow 10.8% over the current year. This presumes that if the scheduled July 1 cost-of-living fuel tax increase is suspended, the Legislature will backfill any revenue impacts to local governments as leaders have pledged. The estimates are based on new statewide tax revenue estimates released by the California Department of Finance

with the Governor's 2022-23 Proposed Budget. The county estimates were prepared in collaboration with the California State Association of Counties.

For RMRA remittance advice by cities visit: <u>https://www.sco.ca.gov/ard_payments_rmra_cities.html</u> <i>For RMRA remittance advice by counties visit: <u>https://www.sco.ca.gov/ard_payments_rmra_counties.html</u>

16) State Legislation for Transportation Funding – SB 1 Local Partnership Program (LPP): Local Partnership Program is comprised of formulaic program and competitive programs. The Local Partnership Formulaic Program (LPFP) funds share distributions for Cycle 3 are in the amount of \$1,549,000. Cycle 3 LPFP funds must be programmed and allocated in FY 2022-2023 and before June 30, 2023. The Program guidelines require a 50% match, project nomination forms must be collected by ICTC and submitted to the California Transportation Commission (CTC) for programming approval. Subsequently, the cities/county must submit allocation request to the CTC for use of funds. A one time extension is allowed for allocation approval by the CTC for up to 12 months. If both programming, allocation, and/or time extension is approved by June 30, 2023, funds will lapse.

ICTC staff is preparing to initiate the funding distribution discussion with member agency staff at the TAC meeting in August 25, 2022. Upon review and recommendations received by TAC members, project nomination forms will be gathered and presented to the ICTC Management and Commission in the September or October meetings.

The following is the link to the 2019 Local Partnership Program guidelines: <u>http://catc.ca.gov/programs/sb1/lpp/docs/062719+Amended_LPP%20Guidelines.pdf</u>

17) **Partnerships with IVEDC:**

- <u>Southern Border Broadband Consortium (SBBC)</u>: SBBC continues to work with local stakeholders to identify, prioritize and advance broadband infrastructure and improvement projects; facilitate and promote broadband education community wide using survey data; work with the Boys and Girls Club of IV and the Workforce Development Board to create Digital Literacy Centers throughout Imperial County; and develop a preferred scenario for 98% deployment in Imperial County and present to the California Advanced Service Fund and the CPUC. As of February 17, 2022 a total of \$109,369.48 have been submitted and approved for reimbursement. The remaining grant balance is \$340,630.52 out of the original \$450,000 grant award.
- The Brawley Transit Corridor Brownfield Assessment: ICTC in partnership with IVEDC received a U.S. Environmental Protection Agency (EPA) Brownfields Communitywide Assessment Grant award of \$300,000 from the Environmental Protection Agency's Brownfields Assessment Program. This assessment is focused along the transit circulator route within the 13-mile Imperial Valley Transit's (IVTs) Brawley Gold Line Transit Route and the Brawley Transit Center that serves as the IVTs North Imperial County transfer terminal. The commercial corridors in the target assessment area include over 100 known commercial properties and suspected historical gas station sites with known or suspected underground tanks in the target area. ICTC is the fiscal agent and has developed an MOU which will define roles and responsibilities (Audits, Administration and Project Management) of ICTC and IVEDC. SCS Engineers Tasks include the Quality Assurance Project Plan (QAPP) and project management plan as required by EPA. *As of February 17, 2022, there is a remaining grant balance of \$67,922. Of the \$67,922, \$63,717 is the remaining contract balance for SCS Engineers*.

18) Meetings attended on behalf of ICTC:

- Various Weekly Reoccuring Calexico East POE Bridge Widening Project Meetings
- Various Weekly Project Specific Meetings
- June 2, 2022 SCAG Regional Council meeting via zoom meeting
- June 8, 2022 ICTC Management Committee meeting in the City of Calipatria and via zoom meeting
- June 8, 2022 AB 617 Steering Committee Meeting: El Centro-Heber-Calexico Corridor via zoom meeting
- June 10, 2022 Caucus on Federal Corrective Action STBG/CMAQ via zoom meeting

- June 12-15, 2022 Society for Human Resource Management Conference in New Orleans (attended by staff)
- June 14, 2022 SCAG & CTC Planning Directors Briefing via zoom meeting
- June 17, 2022 Regional CTC CEO's Meeting at LA Metro and via zoom meeting
- June 22, 2022 ICTC Commission Meeting at the ICTC Offices and via zoom meeting
- June 27-30, 2022 Transportation Planning Process Webinar (attended by staff)
- July 13, 2022 ICTC / SCAG 2024 RTP/SCS Financial Model Discussion via zoom meeting (attended by staff)
- July 15, 2022 Mobility 21 Board Meeting Joint with Advisory Board at LA Metro and via zoom meeting
- July 15, 2022 Regional CTC CEO's Meeting at LA Metro and via zoom meeting
- July 22, 2022 CTC Senate Bill 671 Workgroup webinar