

Group Memory  
Transportation Co-op Committee  
January 21, 2021, 9:00am-4:00pm  
Via WebEx

**Next meeting**

March 18, 2021 from 9:00am-12:30 pm

All meetings to be held at Terminal A – 2<sup>nd</sup> Floor, Media Room, Sacramento Airport (unless otherwise noted as WebEx)

**Attendees**

Bob Baca, Keaton Browder, Patricia Chen, Boris Deunert, Keith Duncan, Marina Espinoza, Teresa Favila, Michael Gayrard, Rene Guerrero, Felicia Haslem, Daniel Hawk, Kelly Hobbs, Roberta Jensen, Sujaya Kalainesan, Jeremy Ketchum, Mark Lancaster, Chris Lee, Summer Lopez, Brent Maue, Ross McKeown, Luke McNeil-Caird, Alicia Murillo, Robert Newman, Jason Nutt, Sean O'Brien, Shawn Oliver, Kristy Oneto, Peter Pangilinan, April Perez-Hollins, Robert Pesapane, Robert Peterson, Laura Quintana, Miguel Ramos, Mary Reyes, Mario Rodriguez, Kamal Sah, Mark Samuelson, Phil Stolarski, Rick Tippet, Maura Twomey, Jeanie Ward-Waller, Lamin Williams, Najee Zarif  
Notetaker: Susan Herman

**Agenda Committee**

Dee Lam  
Patricia Chen  
Robert Newman  
Alicia Murillo  
Rick Tippet

**Desired outcome for future meetings**

See Item 14, 2021 Committee Goals and Objectives

**Charter/Purpose**

California Transportation Coop Committee serves to:

- Address transportation funding, procedural and legislative issues related to project delivery from a local perspective. (reviewed January 2021).
- Enhance the working relationship between cities & counties, COGs and RTPAs, Caltrans, CTC and FHWA. This extends to improving communication with all stakeholders. Collaboration is a key method. (reviewed January 2021)
- Spread information and improve access to all stakeholders through the use of technology. (reviewed January 2021)
- Partner with Caltrans and FHWA to improve efficiency and enhance the ability to meet all stakeholder needs. (reviewed January 2021)

**Ground Rules**

Start on time. End on time or early.  
Identify if you have to leave early and have an agenda item.  
Consensus decisions. You must be able to live with it.  
Keep side conversations silent.  
Send alternate if you are not able to attend.

## Upshot

These are the assignments made at the meeting. As new ones are added they will be appended to the list. As assignments are completed or closed, they will be marked as Complete or Closed but left on the list for one meeting. This will provide a running record of assignments made at these meetings.

Item number	Status	Leads	Action	Date created	Target date
162	Closed (remove after Jan)	Felicia, Maura	<p>Audits &amp; Investigation will work with Local Assistance to see if there is anything that can be done for Indirect Cost Allocation Plans (ICAP) under the existing contracts local agencies have with the State Controller's Office (SCO). There is confusion over Overhead vs. Direct Charge. Rick will have his contact at SCO try and help. Will discuss also with CLC &amp; Counties.</p> <p>On 5/28/20 Felicia Haslem reported that SCO does not have any involvement in local governments' contracts due to conflict of interest. They recommended contracted fiscal services through DGS.</p> <p>9/24/20: see <a href="https://iq.dot.ca.gov/resources">https://iq.dot.ca.gov/resources</a></p> <p>11/19/20: FHWA will provide virtual training sessions on ICAP to address confusion re: overhead vs. direct charge.</p>	11/1/18	11/21/2020
166	Open	Mark, Bob, Miguel, Rick	<p>Convene a work group for cities and counties, Caltrans and FHWA regarding emergency relief program. Determine what is working and what is not working. Share best practices.</p> <p>Work with Jason Nutt, Phil Doudar, Robert Newman, Bob Baca, Keaton Browder, and Miguel Ramos, Chris Lee and Ron Berdugo</p> <p>On 5/28/20 this item was combined with item 175: Invite FEMA representation at TCC meetings to discuss design build allowability and other emergency relief-related issues.</p> <p>7/23/20: See discussion under Agenda Item 8</p> <p>9/24/20: This action now on hold</p> <p>11/19/20: See discussion 7.2; NACE white paper, contacts made and invites extended</p> <p>1/21/21: See discussion under Item 12. Subcommittee to be formed to align emergency relief with representation from FEMA, FHWA, CalOES, and Caltrans.</p>	01/24/19	2021

177	Open	Felicia, Sujaya	<p>Provide feedback on the proposal brought by the regional agencies; working with IT to access project funding by locals. ADA remediation in progress; data warehouse being looked at and use of Tableau</p> <p>On 5/28/20 Patricia clarified this item's purpose: Find a way for local and regional agencies to access data (FADS, other sources) that would help them monitor progress toward critical project deadlines and prevent inactive obligations. Now that ADA updates are complete, Mark will identify an IT team to conduct demonstrations of Tableau and/or other tools &amp; evaluate usability.</p> <p>On 7/23/20 Mark reported on progress and invited members of the TCC to be part of the subgroup to develop database access procedures.</p> <p>9/24/20: see discussion item 7.1</p> <p>11/19/20: Discussion 7.3; Dashboard template, data queries, and reports are being refined.</p> <p>1/21/21: Discussion 7.1; Districts will test in February, data to be used for quarterly status meetings beginning in March. Rollout to agencies anticipated in April</p>	05/30/19	April 2021
179	Open	Rick, Kelly, Tom, Najee	<p>Workgroup – Environmental Review process challenges; E4/E5 get a better picture of what the actual problems are</p> <p>Kelly's team will follow up with Rick (input from counties) and Jason (input from cities) and lead a "forensic analysis" of environmental review-related project delays</p> <p>On 5/28/20 item 172 was folded into this item, shifting focus away from changing the NEPA assignment's MOU language towards refining NEPA process and procedures based on outreach, "smart" PES forms, and other changes Kelly Hobbs is overseeing.</p> <p>181 and 182 were also folded into this item</p> <p>7/23/20: See discussion under Agenda Item 8</p> <p>9/24/20: see discussion item 7.2</p> <p>11/19/20: See discussion item 7.4; Value analysis and smart PES form are in progress</p>	09/26/19	2021

			1/21/21: See discussion 7.2; main reasons for environmental delays identified, solutions include education on PES form and update of the form itself. Additional subcommittee members sought to continue analysis and create new proposals.		
183	Open	Felicia	<p>Clarify consultant selection process by comparing Public Contract Code and Government Code citations regarding procurement of architectural and engineering (A &amp; E) services. Are the codes in conflict? Which code do local agencies follow when funds pass through Caltrans for low-cost transportation projects?</p> <p>Letter sent to Legal for opinion on May 19, 2020</p> <p>7/23/20: See discussion under Agenda Item 8</p> <p>9/24/20: Dee will advise on any further actions needed; see discussion item 7.6</p> <p>11/19/20: Further report to be provided at January meeting</p> <p>1/21/21: still undergoing legal review</p>	01/23/20	2021
184	Open	Mark S.	Shorten allocation request process to fewer than 58 days—complete Lean 6 Sigma phases 2 and 3. See Discussion Item 9.	1/21/21	2021

### Agenda Item 1. Introductions

- 1.1. This is Kristy Oneto's last meeting, Alicia Murillo will fill her facilitator role going forward
- 1.2. Luke McNeel-Caird's last meeting. Iván García will be the new RTPA rep on committee
- 1.3. Patty Romo is retiring; Mark Lancaster will replace her as County rep
- 1.4. Phil Doudar's last meeting; Mary Reyes will replace him as County rep

### Agenda Item 2. Webex Ground Rules

- 2.1. Please be mindful of time needed to turn microphones on

### Agenda Item 3. Review agenda

- 3.1. State of Caltrans (Item 11) will be discussed when Jeanie Ward-Waller arrives at the meeting, rather than after lunch. Discussion will pause for her presentation and resume afterwards.

### Agenda Item 4. FHWA Update, Miguel Ramos & Dan Hawk

- 4.1. Current month project inactive rate is 2.67%, this is within target
- 4.2. Transportation priorities under the new administration are COVID-19 relief, modern sustainable infrastructure, racial equity in infrastructure investments, net zero emissions.
- 4.3. Progress update on equity initiatives: Recent review of all civil rights program areas led to discussion of what's working well and areas of improvement. Over 160 Caltrans employees attended all sessions. DBE program emerged as a focus area.

- 4.4. Per the FY 2021 Appropriations and COVID Relief combination bill, California will receive ~\$900M of the total for FHWA (see Item 10)
- 4.5. Safety numbers have been a concern. 2020 saw a 4.6% increase in fatalities, despite a 14.5% reduction in vehicle miles traveled.
- 4.6. LRSP one-day virtual trainings are set for Feb 24, March 3, 10, 17

#### **Agenda Item 5. CTC Update, Teresa Favila**

- 5.1. Next Commission meeting on Jan 27-28. Commission will adopt a racial equity statement policy.
- 5.2. Next Wednesday at 9am CTC will offer a workshop covering homelessness in the transportation environment, as well as safety project selection and funding
- 5.3. SB-1 competitive programs were adopted in September. Baseline agreements to be finalized by May CTC meeting
- 5.4. STIP preliminary numbers show a likely shortfall. More will be known at March & May meetings.
- 5.5. 2022 STIP fund estimate. Guidelines—some sections will be updated, with workshops to explain the changes.

#### **Agenda Item 6. RTPA Update, Patricia Chen**

- 6.1. CALCOG news: Many local boards are getting new members, much briefing activity going on. The CALCOG website has briefing materials that are an excellent shared resource.
- 6.2. CTC news: trade corridors enhancement program is reconstituting targets for the coming cycle; this includes methodology work on how to update targets and fresh data on older factors.
- 6.3. CTC Equity Roundtable. Caltrans has made various moves to advance equity; CTC also doing both internal and external work. Several virtual meetings are planned
- 6.4. CTC's Road Charge Technical Advisory meeting is set for Feb. 5.

#### **Agenda Item 7. Action Item Updates 177, 179, 183**

- 7.1. Felicia Haslem provided the update on item 177, data access. Screenshots can be found in the meeting materials.
  - 7.1.1. DLA & TCC subcommittee have worked together on a data access and reporting tool for local agencies. The tool elevates data relevant to project- and program-level oversight and feeds into Agency Certification.
  - 7.1.2. Project level oversight features. In February, Districts will test the tool. Four critical data points—Inactives, PE>10, Project End Dates, Timely Obligations—will be used for project status meetings with Districts beginning in March. Goal to roll out for widespread use in April.
  - 7.1.3. Program level oversight features include number of projects per district (broken down by type), number of inactives and months of inactivity, unexpended balances, and info on project phases—NEPA status, approaching award date.
  - 7.1.4. Program level reporting will highlight local agencies that need assistance.
  - 7.1.5. Frequency of data refresh depends on reports from RTPAs and other sources; there will be functionality for agencies to upload new data as well.
  - 7.1.6. Still working on a print option for local agencies to download reports on their specific projects for their own use.
- 7.2. Kelly Hobbs and Najee Zarif shared the update on item 179, environmental review process. A report can be found in the meeting materials.

- 7.2.1. Kelly's report shared highlights from input received from Distract staff on agency projects that were held up a long time because of environmental process.
- 7.2.2. Even "simple" projects require 10 steps to obtain a categorical exemption (CE)
- 7.2.3. Comparison with other states: Tennessee takes 90-120 days on average to obtain CE; Arizona, which has NEPA assignment, averages 169 days. California averages 170 days. Riverside and Ventura County provided numbers including bridge projects: 225 days, 115 days respectively. Common reasons for delay: hazardous waste, cultural findings, biological issues.
- 7.2.4. Triggers causing delayed review of different items: number of Federally threatened and endangered species (CA has 280, more than other states); number of Federally recognized tribes to consult with (CA has 109, more than other states). MOU with state historic preservation office (SHOPP) creates some efficiencies.
- 7.2.5. Of about 20 possible reasons for environmental delay, 6 common delays were identified. Most are related to communication, training, outreach. Kelly's group is stepping up training efforts, particularly on the PES form—one entire day of Federal Aid series training focuses on this. The 6 common delay reasons are:
  - Inadequate scoping in PES effort
  - PES form processing requires multiple iterations
  - Staffing/resourcing
  - Studies not completed in timely manner
  - Multiple levels of review
  - Funding, programming, design, ROW issues, incorrect F/STIP List addition or deletions, new features added or removed from project, need for Permits to Enter.
- 7.2.6. Risk-based decision making is being incorporated into the new PES form. Form is in development.
- 7.2.7. Analysis of level of effort required for NEPA studies and technical documents has identified improvements on location hydraulics and biological studies
- 7.2.8. Najee noted that subcommittee volunteers are welcome: Boris Deunert stepped forward; Robert Newman also offered a staff member from his office to help with subcommittee.
- 7.3. Kamal Sah gave the update on Item 183, public contracting code vs. government code.
  - 7.3.1. Concerns have been raised about when public contracting code applies vs. government code. Do State regulations on this apply to subrecipients as well as state agencies?
  - 7.3.2. This is undergoing legal review. Kamal will have an update at next meeting.

## **Agenda Item 8. DLA Updates, Office Chiefs**

- 8.1. ORMSS. Sean O'Brien. No report.
- 8.2. OECO. Kelly Hobbs reported the California Division of Fish and Wildlife (CDFW) is requiring that funds be placed into escrow account for issuance of endangered species 2081 Permits to local agencies. This causes problems when agencies cannot pay up front for mitigation. Agencies in D1 and D2 are facing this.
  - 8.2.1. DEA partners are working on AB 1282 to address this issue, though the bill will mainly impact State Highway System rather than local agencies.
  - 8.2.2. CDFW management has been developing MOUs with agencies.
  - 8.2.3. Kelly asked committee members' support to pressure CDFW to change direction.

- 8.3 OSP. April Perez-Hollins provided the updates.
  - 8.3.1. ATP Cycle 5 project recommendation list to be posted by Feb 15, adopt final selection at March CTC meeting. Applications have been reviewed. Comments to be provided to MPOs by Feb 1.
  - 8.3.2. CTC recommended eight quick-build projects, awardees letter sent Dec 23.
  - 8.3.3. Reporting for Q2 has closed. Corrections to these reports due Jan 30.
  - 8.3.4. Caltrans ATP website will include profiles of completed projects—contact if you'd like your project highlighted there.
  - 8.3.5. ATP Resource Center is starting up equipment loan program again.
  - 8.3.6. Bicycle transport training course available in Feb. 2021; webinar and teleconference series schedules have been posted.
  - 8.3.7. Technical assistance to disadvantaged communities will continue through fall, then a new program will launch with Cycle 6.
  - 8.3.8. \$238M worth of projects were programmed in December.
- 8.4 OFP. Robert Peterson gave the report.
  - 8.4.1. HSIP. Tom Mattson is stepping down as co-chair.
  - 8.4.2. HSIP applications for a total of \$412M in safety projects have been requested in the current call for projects. Amount available to program is \$220M, including \$42M in set-asides (ped crossings, guardrail, edge line).
  - 8.4.3. 118 of 123 of the set-aside applications are approved, in the amount of \$42.7M. These will all be funded even though slightly above cap. No tribes came in for set-asides.
  - 8.4.4. Project applications with benefit/cost ratios (BCR) are still under review, to be announced around Feb 1. Cutoff BCR will be ~12-13. Last cycle the cutoff was 7.5.
  - 8.4.5. HSIP is moving forward with State funding for all current cycle HSIP projects, in combination with local agencies' own funding streams. CTC meeting will include an action to exchange Federal for State funding under SB137. Still awaiting letters from CSAC and CLC—this is in process. Guidance forthcoming on website.
  - 8.4.6. ER. 98 time extensions were received for local agencies; 4 were denied (these were all with same agency). FHWA is taking another look for final determination. Agencies are doing a great job to include enough info for FHWA to grant extensions.
  - 8.4.7. Bridge. Committee is finalizing program reforms. Target for office bulletin—soon after mid-February HBP meeting.
  - 8.4.8. Agencies that have HBP funds reserved for this year should come in for funding ASAP.
  - 8.4.9. HIP. 2017-18 funds are lapsing this September. Down to 19 agencies that we haven't heard from for total of \$8.2M, down from \$38M. Jose Luis is taking charge of this for RTPA.
- 8.5 OGO. Kamal Sah provided the report.
  - 8.5.1. Publications. 2021 LAPM and LAPG has been posted on website. Project photos from LA County Public Works are on the cover.
  - 8.5.2. Training. Title VI training on Feb 16 will be recorded and available on demand.
  - 8.5.3. Federal aid series continues, covering consultant procurement and contracts and new A & E videos on tools for independent cost analysis.

- 8.5.4. FHWA has informed OGO of non-Caltrans standard specifications being applied on NHS projects. Kamal is putting a work group together with local agencies who are using non-Caltrans standard specs, and will put out a survey to assess magnitude, and how best to encourage agencies to use Caltrans specs.
- 8.6 OPI. Sujaya Kalainesan gave the report.
  - 8.6.1. OA delivery. FHWA released the notice on distrution of Obligation Limitation for FY 2021 on Jan 15; this notice releases a full year distribution of OA for FY 2021 (cancels the Obligation Limitation under the earlier CR).
  - 8.6.2. CA is receiving \$3.457B statewide. OFR will release the official Local OA share soon. If Local share stays at 36.6778% as last year, the estimated amount of Local OA is about \$1.268B for this year.
  - 8.6.3. OA balance as of 1/15/21 is \$119M (~\$1.149B remaining). This number does not include the RSTP or the Safety (SB137) exchanges.
  - 8.6.4. We are using OA at a slower rate than last year. OA Management Best Practices Commitee is meeting monthly through July/August. Goal is to improve OA utilization. The next OA BMP meeting is on Feb 1 and the team will discuss updates/changes to the 2009 OA policy.
  - 8.6.5. Considering allowing the RSTP exchanges in February rather than the typical Mar/April timeline.
  - 8.6.6. Other initiatives. Quarterly meeting series with Districts, where they report on key milestones and project status, to begin in March/April. Local agencies can use data tool to proactively update the Districts.
  - 8.6.7. ROW Oversight Technical Committee will map the ROW process, identify resources for Districts, and develop a consistent document. Activities will continue until the document is complete (estimated one year).

#### **Agenda Item 9. Lean Six Sigma—Allocation Process Update, Kristy Oneto**

- 9.1 Goal is to shorten allocation request process to fewer than 58 days. No quarterly updates since March. Project sponsor for the Lean Six Sigma is responsible for follow-up and completion of phases 2 and 3.
- 9.2. Patricia Chen will follow up with the contacts Kristy identified. There was proposed legislation to do away with allocations altogether but it did not pass; there is still intent among regions to streamline the process.
- 9.3. Keith Duncan affirmed that the L6Sigma was sponsored by previous division chiefs in DLA, Budgets, Programming and that current chiefs may not be up to speed. Keith will coordinate this with Mark and will update Alicia for the March TCC agenda.

#### **Agenda Item 10. COVID Relief Package, Keith Duncan (presented at 11:05, right before Item 9)**

- 10.1. The FY 2021 Omnibus Appropriations bill included COVID-19 Relief. The relief portion included a Federal general funds supplement of \$2B for highways. For California, this means \$23.5M for bridge replacements and rehabilitation, distributed 42% for state, 58% for local agencies.
- 10.2. It also included a set aside for California \$59.4M for electric vehicle charging infrastructure to be distributed 45% state, 55% local agencies. Keith will clarify whether this includes charging for zero emission buses or cars only and will work through DLA to communicate the update.
- 10.3. Relief is also provided for rail and paratransit.
- 10.4. Intent of COVID Relief Act was mainly to backfill lost revenues, rather than provide a stimulus for funding new projects. It's to make sure current programs can continue uninterrupted.

California's State transportation revenue shortfall was \$1.8B across fuel excise, diesel sales, and other fees.

- 10.5. CA may receive \$910-920M through FHWA. 100% of those funds can go to projects without state match. Funds must be committed by 2024. Project savings cannot be recycled to future projects as with the normal annual apportionment. FHWA will provide guidance by end of January.
- 10.6. With FAST Act re-authorization still on the horizon, there will hopefully be a push to backfill the Highway Bridge Program.

## **Lunch Break**

### **Agenda Item 11. State of Caltrans, Jeanie Ward-Waller (discussion took place at 9:30am)**

- 11.1. The new Caltrans Office of Race and Equity reports to Jeanie. The strategic management plan is being finalized, includes equity as both a strategic goal and core value. Specific actions are focused on this, e.g. underserved communities in the transportation system.
  - 11.1.2. Caltrans Equity Statement is now posted on website. Includes acknowledgement of how transportation system has divided and displaced communities of color and has continuing impacts. Work going forward includes commitments to engaging underserved communities, identifying needs, and all four Ps: People, Programs/Projects, Partnerships, Planet.
  - 11.1.3. New office will develop training. Amar Cid is program manager. All members of the TCC committee are invited to reach out to this group.
- 11.2. CA Transportation Plan 2050 in final edits/approvals. High level of alignment between this, CalSTA plan, and other high-level plans.
- 11.3. Discussions at Federal level on re-authorization of transportation bill and economic stimulus are encouraging.
- 11.4. Patricia asked about the Climate Action Plan for Transportation Infrastructure (CAPTI) and how funds for it are related to CalPERS, if at all. Chris Lee clarified that some CalPERS investment opportunities will leverage climate goals. These statements appear side by side in the Governor's Executive Order but are not directly related. No retirement funding will be used to fund CAPTI or other elements of Governor's budget.
- 11.5. Chris noted that CSAC has been working with CalSTA on the CAPTI plan and wants to take advantage of the public comment period. Jeanie said the July 15 deadline is for having a final plan delivered to the legislature. CalSTA will hold stakeholder meetings in Feb and early March, including focused discussions with associations. Will release action plan with more detail in March for public comments.

### **Agenda Item 12. Action Item 166, Emergency Relief: State ER Program and Coordination with FEMA, Robert Pesapane, Michael Gayard**

- 12.1. Miguel Ramos offered background information on the action item. Over the years when storms, fires, earthquakes have occurred, public works directors on TCC board have requested representation from FEMA to answer questions and help agencies improve their delivery of FEMA and State ER programs. FEMA's public assistance program is convoluted in comparison to the State program. Improved coordination for local agencies is needed to help them navigate.
- 12.2. Jason Nutt added that there are discrepancies in how different local agencies interact with FEMA, even with the same type of projects. Seems to depend on whether project is on Federal aid route.
- 12.3. Bob Baca noted there were issues in 2017-2018 where some projects were mis-identified as being FEMA eligible. Local agencies were then forced to try to enter impacted projects into the

FHWA Emergency Relief program. They were permitted to the ER program. To avoid this in the future, more information on California Road System (CRS) maps and census maps was added to the website to help reviewers determine whether disaster location was on or off Federal Aid system. He is not aware of any similar mis-identification problems since that time. Cascading issues with these same projects have occurred due to initial delay and mis-identification but will be resolved over time.

- 12.4. Robert Resapane noted the FEMA public assistance program is wide-ranging, from public infrastructure, utility, many types of damage beyond roads. Agency is committed to educating agencies on public assistance eligibility. FEMA is funding of last resort, after insurance or other sources that may cover part of recovery. Program Delivery Managers (PDMGs) help applicants navigate the assistance system and coordinate with other agencies to ensure efforts aren't duplicated. States are primary recipient and cities/towns are sub-recipients of funding.
- 12.5. Michael Gayrard detailed what disaster recovery actions are covered. FEMA can pay for debris removal off both Federal-aid and non-Federal aid roads; not for repairs to Federal-aid roads. Education is a critical component to improve process re: eligibility issues and funding of roadway damage. Miguel asked how TCC members might collaborate with FEMA on this in California
  - 12.5.1. Robert noted the first step is determining which affected roads are eligible. FEMA has a process to review roads up front to determine eligibility.
  - 12.5.2. Robert suggested having FHWA representation during an event.
  - 12.5.3. Better messaging about mapping tools would also be helpful.
  - 12.5.4. FEMA's windows of eligibility for debris removal are smaller than FHWA's.
  - 12.5.5. FEMA and FHWA define "debris" differently. FEMA definition = anything on roadway or within right of way bounds. FHWA's definition = fallen trees etc. inside the travel way.
  - 12.5.6. Bob offered to meet with FEMA in a separate series of meetings to work this out. Michael acknowledged that "incident period" is defined differently, as is definition of debris. FEMA pays for debris caused during specific storm/fire timespan, FHWA will pay for debris caused any time during a one-month window. He agreed to outside meetings to resolve differences.
  - 12.5.7. Rick Tippett noted that CalOES is often involved too. Wherever possible, standardization will make a big difference.
- 12.6. Mark suggested forming a subcommittee to align emergency relief processes. Michael agreed, and asked also that CalOES and Caltrans be included. Bob Baca agreed to contribute. Miguel agreed to add Peter Pangilinan to the subcommittee for FHWA. Rick will participate and invite someone else to represent local agencies on the group.

### **Agenda Item 13. Division of Local Assistance and Division of Environmental Analysis Partnership, Phil Stolarski / Jeremy Ketchum / Kelly Hobbs**

- 13.1. Kelly noted that work on improving NEPA process has been underway since 2018. Recently completed a 327 NEPA assignment renewal, now going through 326 (CE) MOU renewal. CEQA-NEPA reciprocity through NEPA assignment under the new FAST Act is in development.
- 13.2. 327 MOU status. Submitted formal package July 20, FHWA is reviewing it. Comments to come shortly. Public comment period will be September 2021. To be approved/renewed in December 2021.
- 13.3. NEPA Process improvement team is in place to address environmental issues with project delivery.
  - 13.3.1. A process for concurrent reviews at Districts and HQ has been pilot tested. It allows more real-time discussion.

- 13.3.2. Requiring re-evaluations only when monitoring reveals a substantial error.
- 13.3.3 Currently under development are several sub-teams. Each one reports back to the Core team, which reports to the Steering Committee:
- Categorical Exclusions
  - Annotated Outline focused on EAs and flexibility/streamlining documentation
  - NEPA MOU focused on revising performance metrics and goals and reporting to FHWA
  - Quality control/quality assurance, focused on definitive review timeframes.
  - Biological, creating new policies for Section 7 flexibility.
- 13.4. Phil Stolarski is Division Chief of DEA. Jeremy Ketchum is an Assistant Div Chief. Phil shared CEQA reciprocity fact sheet, i.e. program for eliminating duplication of environmental review (23 USC 330; 23 CFR 778). This is included in the meeting materials. See also: <https://dot.ca.gov/programs/environmental-analysis/nepa-assignment/23-usc-326-categorical-exclusion-assignment>
- 13.5. Phil also shared about AB 1282, which established the Transportation Permitting Task Force. The presentation is included in the meeting materials.
- 13.5.1. Report is complete, includes 39 recommendations. They focus on improvements in the State Highway System.
- 13.5.2. Fiscal assurance is another highlight. Partnership with CDFW is key. Regarding the recent requirement to pay into escrow account for mitigation (see discussion above), Phil noted a proposal is under review now, regarding both State highway and non-State highway projects. Working on programmatic approval so CDFW understands there are funds available for mitigation.
- 13.5.3. Some recommendations have to do with project delivery process and design rather than environmental only.
- 13.6. Phil noted that DEA is happy to report out as a standing TCC committee item.

#### **Agenda Item 14. 2021 Committee Goals and Objectives, Mark Samuelson/All**

- 14.1 The TCC committee reviewed its charter and purpose statement, and developed several specific goals and objectives for 2021. Committee members assigned themselves to one or more goals they wish to focus on and be accountable for. In addition to the names listed with each goal, Dan Hawk said he would commit FHWA staff to each item. Jason Nutt said he would help assign people to fill City or County representative spots.

##### 2021 Goals and Objectives:

1. Lean 6 Sigma Allocation Process: Patricia Chen, Maura Twomey
2. STIP Programming Process vs. Allocation Process. Avoid doubling efforts: Patricia Chen, Maura Twomey, Rick Tippett, Ross McKeown, Mary Reyes
  - a. CTC feedback and clarification
  - b. How can we reduce duplication?
3. FEMA/ER/CalOES Process Alignment: Peter Pangilinan, Dan Hawk, Mark Lancaster, Jason Nutt, Rick Tippett, Mary Reyes
4. Access to LP2000 database by Locals (keep it going): Existing Team, Ross McKeown
5. Environmental: Rick Tippett/Najee Zarif/Boris Deunert
6. Federal Reauthorization Process—multi perspective: Najee Zarif, Ross McKeown, Mary Reyes

- a. Expand funding for Local Bridge Program
  - b. Safety (HSIP)
  - c. How does Federal \$ get distributed (60/40 split)?: Patricia Chen, Maura Twomey
  - d. Advocacy role for local programs
7. HBP Reform—continue looking for other ways to make improvements. Work through HBP Advisory Committee
  8. CAPTI, Executive Order N-19-19 developments & tracking: Maura Twomey