



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)

AGENDA

The meeting will be via ZOOM Webinar

<https://us02web.zoom.us/j/85209903844?pwd=UIU3U2tTS2p4Tkxac1IUaEJhZGVlQT09>

THURSDAY, JUNE 18, 2020

9:00 AM

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the Guidance for Gatherings issued by the California Department of Public Health committee panelists will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Order. Members of the public are encouraged to attend the meeting remotely. Persons who wish to address the TTAC committee on an item to be considered at this meeting are asked to submit comments in writing to the committee at vvega@goventura.org by 4:30PM, Wednesday June 17, 2020. Due to the current circumstances if you would like to participate in a verbal public comment on any item on the agenda during the meeting, please email your public comment to vvega@goventura.org. Any public comment received will be read into the record during the public comment portion of this meeting. In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the TTAC meeting, please contact VCTC staff (805) 642-1591 ext. 118. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

- ITEM 1** **CALL TO ORDER**

- ITEM 2** **INTRODUCTIONS & ANNOUNCEMENTS**

- ITEM 3** **PUBLIC COMMENTS:** *Any member of the public may address the Committee for up to two minutes on any subject within the jurisdiction of the Committee that is not scheduled for a public discussion before the Committee.*

- ITEM 4** **AGENDA ADJUSTMENTS**

- ITEM 5** **APPROVAL OF MAY MINUTES**

- ITEM 6** **CALTRANS LOCAL ASSISTANCE UPDATES**

- ITEM 7** **ACTIVE TRANSPORTATION CYCLE (ATP) CYCLE 5 PROGRAM | REGIONAL PRIORITIZATION
METHODOLGY – For Action**

- ITEM 8** **2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) PERFORMANCE
MEASURES – For Information**

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ITEM 9

FUTURE AGENDA ITEMS

- Congestion Management Program
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- SCAG Go Human Program

ITEM 10

ADJOURNMENT

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VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
Thursday, May 21, 2020
9:00 a.m.

MEETING HELD REMOTELY VIA-ZOOM

MEETING MINUTES

MEMBERS PRESENT: Ken Matsuoka, City of Camarillo (Chair)
Justin Link, City of Simi Valley (Vice Chair)

Sean Corrigan, City of Moorpark
Debbie O'Leary, City of Oxnard
Cameron Spencer, Port of Hueneme
Tai Chau, City of Santa Paula
Mike Tohidian, City of Thousand Oaks
Jeff Hereford, City of Ventura
Dave Fleisch, County of Ventura

Robert Wong, Caltrans
Ben Cacatian, VCAPD

MEMBERS ABSENT: City of Fillmore
City of Ojai
Port Hueneme

VCTC STAFF PRESENT: Amanda Fagan, Planning and Policy Director
Judith Johnduff, Program Manager
Peter De Hann, Programming Director

ITEM 1 CALL TO ORDER
Chair Matsuoka called the regular TTAC meeting to order at 9:05am VIA-ZOOM.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS
None.

ITEM 3 PUBLIC ANNOUNCEMENTS
Not captured.

ITEM 4 AGENDA ADJUSTMENTS
None.

ITEM 5 APPROVAL OF JANUARY MINUTES

ACTION:

Vice Chair Link moved, Tohidian seconded that the Committee approve the February meeting minutes. The motion passed unanimously.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE
Not captured.

ITEM 7 SENATE BILL 743 IMPLEMENTATION IN VENTURA COUNTY

Ms. Amanda Fagan, VCTC, provided a status update on Senate Bill (SB) 743, the implementation efforts by VCTC and jurisdictions across Ventura County. A PowerPoint presentation was also presented.

ITEM 8 ACTIVE TRANSPORTATION PROGRAM (ATP) – 2020 INTERIM TIMELY USE OF FUNDS POLICY

Ms. Judith Johnduff, VCTC, provided an update, California Transportation Commission (CTC) adopted an Interim Timely Use of Funds Policy – addressing impacts to project delivery as a result of the COVID-19 pandemic (see staff report for specifics to the Policy adoption).

ITEM 9 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5 – REGIONAL PROJECT SCORING SELECTION CRITERIA FOR THE MPO COMPONENT

Ms. Johnduff, VCTC, provided an update, California Transportation Commission (CTC) has extended the due date for the ATP Program Cycle 5 Project Applications (a Fact Sheet with background information, including project eligibility, funding estimates, and links to helpful application resources was provided with staff report – see attachment 1).

New Application due dates:

- *Quick-Build Project applications deadline (postmark date) – July 15, 2020*
- *All other project applications deadline (postmark date) – September 15, 2020*

Regional Project Selection Criteria for the MPO Component – Recommended 20 Point Methodology, in Cycle 4, VCTC has awarded points based on two criteria (see attachment 2 for specifics):

- *Ten (10) points if a project was identified in an adopted plan listed in Attachment 2, and,*
- *Ten (10) points if the project was a Safe Routes to Schools Project*

She mentioned, this year staff supports eliminating the Capital Improvement Program as a qualifying plan (staff also supports requiring plans to be no more than 10 years old). She stated, this item will be brought back to TTAC for consideration in June, and staff is requesting that agencies review the list of Plans in Attachment 2 and provide input on additions/deletions to the list of plans.

ITEM 10 FUTURE AGENDA ITEMS

- *Congestion Management Program – New VMT Standard*
- *Periodic Highway Construction Updates*
- *Regional Transportation Funding & Planning*
- *SCAG Go Human Program*

ITEM 11 ADJOURNMENT

Chair Matsuoka adjourned the meeting at 10:03 a.m.



Item 7

June 18, 2020

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: JUDITH JOHNDUFF, PROGRAM ANALYST
SUBJECT: ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5 – REGIONAL
PRIORITIZATION METHODOLOGY

RECOMMENDATION:

- Approve a methodology to prioritize local projects for funding under the Metropolitan Planning Organization (MPO) Component of the ATP Cycle 5 Call-for-Projects (Attachment 1).

BACKGROUND AND DISCUSSION:

The California Transportation Commission (CTC) announced the ATP Cycle 5 Call for Projects on March 25, 2020. A synopsis of the ATP Cycle 5 Program is provided in the Fact Sheet in Attachment 2. The budget for Cycle 5, is anticipated to be approximately \$440 million and is made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The impact of Covid-19, if any, on the program has not yet been determined. The funding/programming years include the 21/22, 22/23, 23/24 and 24/25 fiscal years.

How projects are selected for funding: Caltrans/CTC reviews all ATP project applications and scores are assigned to each application based on the adopted CTC Scoring Criteria. Applications can receive a maximum of 100 points.

According to the ATP Guidelines, program funding is segregated into three components and is distributed as follows:

- 50% to the state for the statewide competitive program (approximately \$220 million)
- 10% to small urban and rural regions (does not apply to Ventura County)
- 40% to Metropolitan Planning Organizations (MPO) (Southern California Association of Governments (SCAG) share is estimated at \$93.4 million).

Statewide Competitive Program: Once the applications are scored by Caltrans and the CTC, the projects are ranked. Those projects with the highest ranking will receive funding through the statewide competitive program.

Regional Program (Ventura County's Estimated Population Share is \$3.9 Million): If projects do not score high enough to be funded under the Statewide Program, they are reconsidered for funding through the MPO regional project selection process. As in past years SCAG has developed Regional Guidelines for distribution of the region's estimated \$93.4 million share. Ventura County's share (based on population) is estimated to be roughly \$3.9 million according to SCAG.

VCTC's role in the regional project selection process:

- The SCAG guidelines allow VCTC to develop a methodology to prioritize local projects for funding that flows through SCAG. As a means of prioritizing projects, Counties can add up to twenty (20) points to supplement the CTC scores.
- The Commission is required to adopt the final recommended project list for the County, and
- This year staff is also recommending VCTC adopt a Contingency List of Projects that will allow VCTC to substitute unfunded projects that are ready to proceed in case not enough funds are available to allow the threshold project to advance or if funds are made available through project cancellations or savings (subject to CTC approval).

Recommended 20 Point Criteria:

In the past cycles, VCTC has awarded a maximum of 20 points as follows:

- 10 points if a project was identified in an approved adopted plan,
- 10 points if the project was to prepare an Active Transportation Plan, and/or,
- 10 points if the project was a Safe Routes to Schools Project.

This year staff is proposing to award a maximum of 20 points based on the following methodology:

- For Construction Projects: Up to 10 points will be awarded for project readiness:
 - a. 3 points if the project is identified in an approved, adopted Bicycle, Pedestrian or Active Transportation Plan, of
 - b. 6 points if the project is in an approved, adopted plan and conceptual design has been completed, and
 - c. 10 points if the project is identified in an approved, adopted plan, and the conceptual design has been completed and the ATP Cycle 5 application shows the preconstruction phases fully funded by agency)
- For Planning Projects: 10 points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan,
- For All Projects with Safe Routes to Schools Components: Projects will be awarded 10 points if the Safe Routes to Schools box is checked in the Cycle 5 Application.

The recommended 20-point award criteria are provided in Attachment 1.

Next Steps: This item will be brought to VCTC for consideration at the July 10, 2020 meeting. Staff will return to TTAC and the Commission for adoption of the final list of projects and contingency list of projects.

**ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 5
LOCAL PRIORITIZATION METHODOLOGY**

A maximum of 20 points will be added to the CTC Score based on the following methodology:

1. For Construction Projects -- Up to 10 points will be awarded for project readiness:
 - a) Three (3) Points -- Project is identified in an adopted Plan below:
 - City of Camarillo Bikeway Master Plan (2017)
 - Moorpark College Facilities Master Plan (2015)
 - Ojai Complete Streets Master Plan (2017)
 - City of Oxnard Bicycle and Pedestrian Master Plan (2011)
 - Oxnard Corridor Transportation Improvement Plan – A Livable Oxnard (2016)
 - Santa Clara River Trail Master Plan (2011)
 - Simi Valley Green Community Action Plan (2010)
 - City of Thousand Oaks Active Transportation Plan (2019)
 - Thousand Oaks Boulevard Specific Plan (2012)
 - City of Ventura Bicycle Master Plan (2011)
 - County of Ventura Transportation Strategic Master Plan (2012)
 - Ventura County Prioritized List for Construction of Category B Bike Lanes (2017)
 - VCTC Bicycle Wayfinding Plan (2017)
 - b) Six (6) Points – if the project is identified in a plan listed in (a) above and the Conceptual design has been completed.
 - c) Ten (10) Points – if the project is identified in a plan listed in (a) above and the Conceptual design has been completed and the ATP Cycle 5 application shows the preconstruction phases fully funded by the Agency.
2. For Planning Projects: 10 points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan,
3. For All Projects with Safe Routes to Schools Components: Projects will be awarded 10 points if the Safe Routes to Schools box is checked in the Cycle 5 Application.



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**Active Transportation Program Cycle 5
Fact Sheet**

ATP Program Goals:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and by Assembly Bill 101 (Chapter 354, Statutes of 2013) to fund projects that increase and promote bicycle and pedestrian trips.

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Eligible Applicants:

- Local, Regional or State Agencies
- California Department of Transportation (Caltrans)
- Transit Agencies
- Public Schools and School Districts
- Public land and Natural Resource Agencies including Park Districts
- Tribal governments
- Non-profits eligible for Recreational Trail Program funds for projects that benefit the general public

Eligible Projects:

- Bicycle and Pedestrian infrastructure projects
- Non-infrastructure projects - including education, encouragement, enforcement, and Safe Route to Schools Programs.
- Active Transportation Plans

Cycle 5 Funding Estimate:

The budget for Cycle 5 is anticipated to be approximately \$440M and will cover fiscal years 2021/22, 2022/23, 2023/24, and 2024/2025.

Funding Breakdown:

According to the ATP Guidelines, funding is segregated into three components and is distributed as follows:

- 50% to the state for the statewide competitive program
- 10% to small urban and rural regions with populations under 200,000
- 40% to Metropolitan Planning Organizations (MPO) with populations over 200,000.
 - SCAG is the MPO for Ventura County

- SCAG estimates indicates approximately \$93.4 million will be available for the SCAG region
- Ventura County's population-based share is roughly \$3.9 million

Schedule:

- March 26, 2020 -- Call-for-Projects Issued
- July 15, 2020 -- Quick Build Applications Due
- September 15, 2020 – All other Project Applications Due
- March 2021-- California Transportation Commission (CTC) Adopts the Statewide and Small Urban and Rural Portions of the program
- March 2021 -- Projects not Programmed by the CTC are distributed to the large MPOs for Consideration under the MPO Portion of the Program
- April 2021 -- MPO's Submit Draft Project Recommendations to the CTC
- June 2021 – CTC Adopts the MPO Selected Projects

Summary of how projects are selected for funding:

Applications are due to Caltrans /CTC on September 15, 2020. Caltrans/CTC reviews all ATP project applications and scores are assigned to each project application based on the Caltrans/CTC Scoring Rubric. Applications can receive a maximum of 100 points.

Statewide Competitive Program (50% of funding): Once the applications are scored by Caltrans/CTC, the projects are ranked. Those projects with the highest ranking that can be funded with the approximately \$220 million available will receive funding through the statewide competitive program.

Regional Program: Those projects that don't make the cut-off for the statewide competitive program are forwarded to the MPO's for consideration under the Regional Program.

ATP Cycle 5 Guidelines and Scoring Rubrics: The adopted ATP Cycle 5 Guidelines and Scoring Rubrics for each application are posted on the CTC website at:
<https://catc.ca.gov/programs/active-transportation-program>

ATP Cycle 5 Applications and Supporting Documents can be found on the Caltrans Website at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>

Application Training Opportunities:

The Caltrans Active Transportation Resource Center (ARTC) has helpful resources for preparing applications:

- The ARTC website has a Link to ATP Street Story – a community engagement tool
<http://caatpresources.org/1494>
- ARTC has Flash Trainings (short recorded training modules) available on their website to help ATP applicants navigate the application and program requirements



June 18, 2020

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: JUDITH JOHNDUFF, PROGRAM MANAGER
SUBJECT: 2021 FTIP PERFORMANCE MEASURES

RECOMMENDATION:

- Information and Discussion.

DISCUSSION:

Pursuant to federal legislation, the Southern California Association of Governments (SCAG) is now required to establish performance measures for the Regional Transportation Plan (RTP) addressing highway safety, transit asset management, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. Further, SCAG is required to adopt targets for these performance measures and to monitor progress in both the RTP and Federal Transportation Improvement Program (FTIP). Federal rules require that any RTP and FTIP developed on or after May 27, 2018, meet the new performance-based planning requirements.

SCAG in coordination with Caltrans developed the Performance Measures listed in the attached table (Attachment). Projects listed in the 2021 FTIP, which is currently being developed, are required to include information on these performance measures. Therefore, VCTC is requesting each local agency with projects in the 2021 FTIP to provide information on each project for each relevant performance measure. VCTC will be sending each agency a worksheet on June 22, 2020 for agencies to use to input the data and is requesting that agencies return the completed worksheet to VCTC by July 15, 2020. The purpose is to describe the anticipated effect of each project toward achieving the performance targets established in the RTP, linking investment priorities to those performance targets.

FTIP DATABASE PERFORMANCE MEASURES

Safety Performance Measures

- Roadway crash fatality impact
 - Roadway crash fatality - Percent of Total Project Cost
 - Roadway crash serious injury impact
 - Roadway crash serious injury - Percent of Total Project Cost
 - Roadway crash fatality and serious injury impact for Bike and Pedestrians
 - Roadway crash fatality and serious injury for Bike and Pedestrians - % of Total Project Cost
- ‘Significant’ improvement would refer to projects are developed specifically for the purpose of improving roadway safety.
 - ‘Moderate’ refers to projects that include a safety element within a more comprehensive scope of work.
 - ‘Minimal/No Improvement’ would indicate a project that has no discernable safety element within its scope of work.

PM2 – Pavement/Bridge Condition

- NHS pavement condition impact
 - NHS bridge condition impact
- ‘Significant’ improvement would refer to projects whose primary purpose is to improve highway pavement or bridge condition.
 - ‘Moderate’ indicates projects that include a pavement or bridge improvement element within its scope of work but is not its primary focus.
 - ‘Minimal/No Improvement’ refer to projects that have no pavement or bridge improvement element within its scope of work.

PM3 – System Performance: Consists of several performance variables related to travel time reliability, air quality improvement, and truck travel time efficiency.

- Non-Interstate NHS reliability impact
 - Interstate NHS reliability impact
 - NHS criteria pollutant and CO2 emissions impact
 - Interstate good movement impact
 - Congestion impact
- ‘Significant’ improvement would refer to projects that are designed specifically for the purpose of improving travel times, reduce congestion, or improve air quality.
 - ‘Moderate’ improvement would be those projects that include enhancements in these 3 areas as part of its scope of work but is not the primary focus of the project.
 - ‘Minimal/No Improvement’ indicates a project with no specific elements designed to improve performance in roadway travel time or regional air quality.

Transit Asset Management (TAM)/Transit Safety

- Effects of Transit Safety
 - Transit Fatalities Impact
 - Transit Injuries Impact
 - Impacts on Transit Assets
 - TAM Related Percent of Total Project Cost
 - Consistent with Operators Adopted TAM Plan
 - Number of Revenue Vehicles Being Replaced
 - Number of New Revenue Vehicle Being Added
 - Number of Non-Revenue Vehicles Being Replaced
 - Number of Non-Revenue Vehicles Being Added
 - Number of facilities to be upgraded from poor/marginal conditions to adequate/better condition
 - Number of current route track miles with performance restriction eliminated (e.g. slow zones)
 - Number of new route track miles to be constructed
-
- 'Significant' improvement would refer to projects that have a primary objective to improve safety.
 - 'Moderate' improvement would refer to projects that have a secondary objective to improve safety.
 - 'Minimal/No Improvement' indicates a project with no specific elements designed to improve safety