



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)

AGENDA
Wednesday, June 15, 2022
1:30 P.M.

The meeting will be via ZOOM Webinar

Please click the link below to access the webinar:

<https://us02web.zoom.us/j/89400882594?pwd=L0UwMXJDOHVxOFpjZFNvNHVwQIZUZz09>

Call-in Option:

Dial: US 1-669-900-6833

Webinar I.D. 894 0088 2594

Passcode: 12345

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act to allow local legislative bodies to conduct their meetings completely telephonically or by other electronic means. On June 11, 2021, the Governor subsequently issued Executive Order N-08-21 maintaining the suspension of certain provisions of the Brown Act to continue to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means through September 30, 2021. As such, VCTC will continue to conduct its meetings by teleconference, its commissioners will participate in the meeting from individual remote locations, and no physical location will be open to the public for the Commission meeting.

Members of the public are encouraged to attend the meeting remotely. Members of the public who wish to address the committee on an item to be considered at this meeting are asked to please use the raise hand feature in Zoom (or *9 if you are calling into the Zoom meeting) at the time the Chairperson requests public comments. The meeting host will then advise you when it is your turn to speak. Verbal public comments are limited to three minutes.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in this meeting, please call 805.642.1591 x111 at least 48 hours before the meeting to help staff in assuring those reasonable accommodations are made to provide accessibility.

TTAC MEETING AGENDA JUNE 15, 2022

- ITEM 1 CALL TO ORDER
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS
- ITEM 3 PUBLIC COMMENTS
- ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES

Recommended Action:

- *Waive the reading and approve the minutes of the April meeting.*

Responsible Staff: Jeni Eddington

ITEM 6 CALTRANS LOCAL ASSISTANCE VERBAL UPDATE

Recommended Action:

- *Receive and file.*

Responsible Staff: Robert Wong, Caltrans

ITEM 7 SCAG DEMOGRAPHIC AND ECONOMIC FORECAST FOR VENTURA COUNTY

Recommended Action:

- *Receive and file*

Responsible Staff: Amanda Fagan

ITEM 8 APPROVE COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS, TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS, AND SENATE BILL (SB) 1 STATE OF GOOD REPAIR (SGR) FUNDS

Recommended Action:

- *Approve guidelines in Attachment A and application in Attachment B for a new call for projects to program funds available during the period of the Infrastructure Investment and Jobs Act (IIJA), including CMAQ, TDA Article 3 Bicycle & Pedestrian, and SB 1 SGR funds.*
- *Approve Call for Projects Schedule contained in the agenda item.*
- *Approve “off-the-top” funding of \$443,000 for Regional Ridesharing (to come from the non-Transit share) for each of four years (FY 23/24 – 26/27), and \$636,000 for Transit Outreach (to come from the Transit share) for each of the same four years.*
- *Approve policy for Shelf List (included in Guidelines in Attachment A).*

Responsible Staff: Heather Miller

ITEM 9 NEW CALIFORNIA TRANSPORTATION COMMISSION (CTC) POLICY ON ACTIVE TRANSPORTATION PROGRAM (ATP) USER COUNTS

Recommended Action:

- *Review and file.*

Responsible Staff: Geiska Velasquez

ITEM 10 FUTURE AGENDA ITEMS – For Discussion

- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Metrolink SCORE Project (Simi Double-Track Project)

ITEM 11 ADJOURNMENT



**VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)**

**Wednesday, May 18, 2022
1:30 PM via ZOOM Webinar**

MEETING MINUTES

MEMBERS PRESENT:

Nader Heydari, City of Thousand Oaks (Chair)
Chris Kurgan, County of Ventura (Vice Chair)
James Campero, City of Camarillo
Debbie O'Leary, City of Oxnard
Steven Almcrantz, City of Port Hueneme
Miguel Guillen, City of Santa Paula
Justin Link, City of Simi Valley
Jeff Hereford, City of Ventura

MEMBERS ABSENT:

City of Fillmore
City of Moorpark
City of Ojai
Port of Hueneme

EX OFFICIO:

Robert Wong, Caltrans
Ben Cacatian, Ventura County Air Pollution Control District
Martin Rodriguez, Gold Coast Transit District

VCTC STAFF PRESENT:

Peter De Haan, Programming Director
Heather Miller, Program Manager
Geiska Velasquez, Program Analyst
Amanda Fagan, Transportation Planning Director
Caitlin Brooks, Program Manager – Transportation Planning

ITEM 1 CALL TO ORDER

Chair Heydari called the meeting to order at 1:35p.m. via ZOOM.

ITEM 2 INTRODUCTIONS AND ANNOUNCEMENTS - None.

Peter De Haan, VCTC, introduced Geiska Velasquez, VCTC's Programming Analyst.
Amanada Fagan, VCTC, announced that the regional bike map is available online and printed maps will be available in June.

ITEM 3 PUBLIC COMMENTS - None.

ITEM 4 AGENDA ADJUSTMENTS - None.

ITEM 5 APPROVAL OF MINUTES

ACTION:

Link moved, seconded by Kurgan that the committee approve the May 18, 2022 meeting minutes. The motion passed unanimously.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE

Robert Wong shared meeting, training, and workshop dates for late May through early July 2022.

ITEM 7 COMPREHENSIVE TRANSPORTATION PLAN UPDATE DRAFT EXISTING CONDITIONS REPORT

The committee received a presentation on the Ventura County Comprehensive Transportation Plan - Existing Conditions Report including the plan objective, background, highlights, future conditions, scenario planning, and next steps. Feedback from committee members on the Draft Report and Project List was requested by June 15th.

ITEM 8 INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

The committee received a verbal update on the IIJA including the background, increase in competitive grants, and selected competitive funding programs.

ITEM 9 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 6 UPDATE

The committee received an update on the ATP Cycle 6 Call for Projects, with applications due June 15, 2022.

ITEM 10 STATUS OF FEDERAL CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS

The committee discussed the CMAQ and STP project lists.

ITEM 11 COMMITTEE MEETING DAY, TIME, AND LOCATION

The committee discussed meeting virtually each month on Wednesdays at 1:30 p.m. and in-person at the VCTC office each quarter.

ITEM 12 FUTURE AGENDA ITEMS – For Discussion

- Population Forecast (SCAG)
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Metrolink SCORE Project (Simi Double-Track Project)

ITEM 12 ADJOURNMENT

Chair Heydari adjourned the meeting at 2:36 p.m.



Item 7

June 15, 2022

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY

SUBJECT: SCAG PRELIMINARY GROWTH PROJECTIONS FOR CONNECT SOCIAL 2024

RECOMMENDATION:

- Receive a presentation on the Southern California Association of Governments (SCAG) Preliminary Growth Projections for Connect SoCal 2024.

BACKGROUND:

As part of the process to develop and regularly update the Connect SoCal Regional Transportation Plan / Sustainable Communities Strategy (RTP / SCS), SCAG develops regional growth projections and economic forecasts. Working with a panel of experts, highly qualified in-house technical staff at SCAG have produced a population projection and economic forecast for the 2024 Connect SoCal RTP / SCS. Preliminary projections reflect much slower population and job growth than was previously projected for the 2020 RTP / SCS. For Ventura County, population is expected to decline by 2050 compared to 2019, though the number of households will increase due to a projected decrease to household size (i.e., the number of persons per household will decrease).

DISCUSSION:

Shifts to the age distribution of the population and other demographic changes influence demand for, and the types of, transportation infrastructure and services needed in our county. SCAG Senior Economist Gigi Moreno, PhD, and SCAG Program Manager for Demographics and Housing Policy Kevin Kane, PhD, will provide a presentation on population, employment, and economic forecasts for the SCAG region and Ventura County.



Item 8

June 15, 2022

**MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
 HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: APPROVE COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION
 AND AIR QUALITY (CMAQ) FUNDS, TRANSPORTATION DEVELOPMENT ACT
 (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS, AND SENATE BILL (SB) 1
 STATE OF GOOD REPAIR (SGR) FUNDS**

RECOMMENDATION:

- Approve guidelines in Attachment A and application in Attachment B for a new call for projects to program funds available during the period of the Infrastructure Investment and Jobs Act (IIJA), including CMAQ, TDA Article 3 Bicycle & Pedestrian, and SB 1 SGR funds.
- Approve Call for Projects Schedule contained in the agenda item.
- Approve “off-the-top” funding of \$443,000 for Regional Ridesharing (to come from the non-Transit share) for each of four years (FY 23/24 – 26/27), and \$636,000 for Transit Outreach (to come from the Transit share) for each of the same four years.
- Approve policy for Shelf List (included in Guidelines in Attachment A).

BACKGROUND:

VCTC's ongoing policy has been to program 50% of its CMAQ apportionment to transit projects, and 50% of the apportionment to other eligible projects, primarily bicycle and pedestrian improvements. In recent years, VCTC's call for projects has included both CMAQ and TDA Article 3 Bicycle and Pedestrian funds, to help provide for a robust program to fund non-motorized transportation projects that better address transformative projects on a regional level. TDA Article 3 funds are provided by the state on an annual basis for bicycle and pedestrian projects, while CMAQ funds are federal funds for transportation projects that contribute to air quality improvement and provide congestion relief. The Infrastructure Investment and Jobs Act (IIJA) reauthorized the CMAQ program through the 2026/27 fiscal year. For the 2022 Call for Projects, staff is proposing to not only continue combining the CMAQ and TDA Article 3 Bicycle and Pedestrian funds, but to also incorporate SB 1 State of Good Repair (SGR) FY 2023/24 – 2026/27 program funds providing additional support for capital projects that maintain the public transit system.

DISCUSSION:

Available Funding for the 2022 Call for Projects

The following is a summary of the TDA Article 3 Bicycle & Pedestrian, CMAQ and SGR programs:

- **Transportation Development Act (TDA) Article 3:** In accordance with California PUC Section 99233.3, up to two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds can be set aside by VCTC for planning, construction and/or maintenance of bicycle and pedestrian facilities, with the program policies adopted by VCTC. Additionally, in Ventura County 25% of the TDA Article 3 funds are set aside for bike path maintenance distributed proportionally according to amount of Class I pathways within each jurisdiction. The remainder of the Article 3 funding are allocated on a competitive basis for projects that foster an increase in bicycling and walking and provide improved connectivity. The FY 2022/23 Article 3 apportionment is \$961,115, with \$720,836 of that amount available for this call's improvement projects. In addition, there is a balance of \$1,126,886 in prior year funds, including 75% of the FY 2021/22 apportionment that has not yet been distributed. VCTC can also select FY 2023/24 projects as part of this multi-year call for projects, so assuming FY 2023/24 funds are nearly the same as FY 2022/23, the total amount for two years' worth of funds plus prior-year carryover will be a total of \$2,570,000.
- **Congestion Mitigation and Air Quality (CMAQ):** The IIJA authorizes VCTC to receive an apportionment of approximately \$9.3 million of CMAQ funding per year through FY 2026/27. CMAQ is used for projects which mitigate congestion and reduce vehicle emissions. VCTC's policy is to divide the funds 50/50 between transit and non-transit projects. However, at the February TRANSCOM meeting, TRANSCOM recommended programming \$10,767,000 for bus replacements and supporting infrastructure, thus reducing the available CMAQ for transit to \$13,545,000 for this call. Available CMAQ funding for non-transit projects is \$24,300,000.
- **SB 1 State of Good Repair (SGR):** VCTC has elected to also include FY 2023/24 through FY 2026/27 SGR funds in this call for projects. Previously, VCTC's SGR funds were used to fund Metrolink rail maintenance projects within Ventura County. SGR funds can be used for capital projects that maintain the public transit system in a state of good repair (i.e., condition in which an asset is able to operate at a full level of performance). The total amount of SGR funding for this call is approximately \$6,000,000.

Total estimated funds available through this call for projects are summarized as follows:

• CMAQ for Non-Transit Projects: 50% of Amount Authorized over Five Years of IIJA (FY 22/23 – 26/27)	\$24.3 million
• TDA Article 3 Bicycle & Pedestrian FY 21/22 - 23/24: Minus 25% for Bike Path Maintenance	\$2.57 million
• CMAQ for Transit Projects: 50% of Amount Authorized over Five Years of IIJA Minus \$10.8 Million Programmed in March 2022	\$13.5 million
• SB 1 State of Good Repair FY 23/24 – 26/27:	\$6.0 million
TOTAL	\$46.77 million

Each year, VCTC has utilized \$443,000 of the non-Transit CMAQ share for the Regional Ridesharing program and \$636,000 out of the Transit CMAQ share for Countywide Transit Outreach based on the respective costs of these two programs. It was decided to take funding "off the top" rather than require submittal of applications and scoring for these two projects, on grounds that these projects have always scored highly and continue to be a clear regional priority. Staff therefore recommends that the policy continue so that each of four years' worth of funds from FY 2023/24 to FY 2026/27, for both activities, are taken off the top, at \$443,000 per year for Regional Ridesharing and \$636,000 for Countywide Transit Outreach.

Schedule and Guidelines

Attachment “A” provides the proposed 2022 Call for Projects Guidelines for the Committees’ review and approval. The guidelines have been revised to contain more specific information applicable to each of the two categories (Transit and non-Transit) and funding type with examples of eligible projects. Applications will be evaluated according to screening and selection criteria also provided in detail in the Guidelines. Attachment “B” provides the draft application.

The following is the proposed schedule for the proposed call for projects :

Call for Projects Proposed Schedule	
TRANSCOM Approval of Call Process	June 8, 2022
TTAC Approval of Call Process	June 15, 2022
VCTC Approval of Call Process	July 8, 2022
Notification of Funding Availability	July 11, 2022
Applications Due to VCTC	September 23, 2022
TRANSCOM Approval of Transit List	November 9, 2022
TTAC Approval of Non-Transit List	November 16, 2022
VCTC Approval of Projects	December 2, 2022
Approval of Amendment to FTIP	March 1, 2023

Shelf List

The prior calls for projects employed a policy that some projects not ranked high enough to be selected for funding were placed on a “shelf list” and could receive funds if needed to avoid a lapse of apportionment. Staff is recommending a continuation of that policy, provided in the Guidelines in Attachment A. The new cycle also adds a provision that provides flexibility for VCTC to fund “shelf list” transit projects by using FTA Section 5339 funds or state Low Carbon Transit Operations Program (LCTOP) funds in certain circumstances and subject to TRANSCOM and Commission approval. Since Section 5339 and LCTOP are relatively small programs with some similarity to CMAQ and SGR, having an approved shelf list that can utilize these funds will help provide needed flexibility to ensure those funds are fully utilized.

Leveraging Funds

The Guidelines and scoring criteria also include a revision for transit projects for this call, awarding points based on the degree to which the application demonstrates the applicant has a competitive plan to use any VCTC awarded funds from this call for projects as leverage for other competitive state or federal grants.

CMAQ Toll Credits

CMAQ has a local match requirement of 11.47% of the total project cost. However, under the federal Toll Credits policy, VCTC has the option of effectively waiving the local match requirement to provide 100% federal funds. Since the match provided through Toll Credits still comes out of VCTC’s apportionment, to the extent that projects receive 100% rather than 88.53% funding, fewer projects can be funded. In past calls for projects VCTC has used differing policies regarding the local match requirement, in some cases requiring match, in other cases, not requiring match, and in some cases providing extra points for additional match. The proposed criteria require that applicants must commit to providing the 11.47% match as required but can also request to be relieved of the match. The intent is that VCTC will decide after prioritizing the projects whether to require local match, recognizing at that time which project or projects will fall “below the line” should the local match requirement be waived for the requesting agency. It is recommended that no points be provided in the transit criteria for local match, but there be up to 5 points provided for local match for non-transit projects. Neither TDA Article 3 nor State of Good Repair funds require a match.

The Guidelines and Schedule contained herein were approved by TRANSCOM on June 8, 2022.

CMAQ / TDA ARTICLE 3 / BICYCLE & PEDESTRIAN / SB 1 STATE OF GOOD REPAIR PROJECT SELECTION GUIDELINES FOR VENTURA COUNTY

Congestion Mitigation and Air Quality (CMAQ) funds are used for projects which mitigate congestion and reduce vehicle emissions. A list of eligible projects can be found at the end of these guidelines. Types of eligible projects are as follows:

- Clean Fuel Bus Fleets and Support Equipment
- Improved Public Transit/Ridesharing
- Bicycle/Pedestrian Improvements
- Clean Fuel Fleet Subsidy Programs
- Other Projects that meet the screening criteria

Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds available in this call for projects can be used for capital projects that improve bicycle and pedestrian facilities, for bicycle safety educational programs, and for bicycle/pedestrian planning. More detail is provided in the list of eligible projects at the end of these guidelines. VCTC makes also provides funds to local jurisdictions through a separate formula for bicycle path maintenance.

SB 1 State of Good Repair (SGR) funds can be used for capital projects that maintain the public transit system in a state of good repair, such as:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.
- To the extent possible and cost effective, and where feasible, the State of Good Repair Program encourages eligible recipients to promote "fix-it-first" transit capital projects that reduce greenhouse gases and help achieve the state's environmental goals.

Applications will be evaluated according to screening and selection criteria. **Screening Criteria** will be used to determine if a proposed project is an eligible candidate. Projects which do not satisfy all the screening criteria will not be evaluated any further. Second, **Selection Criteria** will be used to evaluate the relative merits of each project to determine what its score/priority ranking should be. Based on the Comprehensive Transportation Plan, half of the CMAQ funds will go toward transit projects and half will go to non-transit projects. In addition, TDA Article 3 Bicycle and Pedestrian funds will go to bicycle and pedestrian projects. SGR funds apply to transit systems. Transit and non-transit projects will be subject to separate selection criteria and will be scored separately.

Screening Criteria

The screening criteria are divided into three categories. Proposed projects must meet **all** these screening criteria to move to the next phase of the process.

1. Project Eligibility

- A. Proposed project is eligible for CMAQ funds per guidelines in the Federal Register Vol. 73, No. 203; or for TDA Article 3 Bicycle & Pedestrian funds per TDA Guidelines Section 99233.3; or for SB 1 State of Good Repair funds per the Program Guidelines.
- B. Project applicant is a city, the County, or a transit operator or other public transportation agency (CMAQ only), or (except for transit projects and TDA-funded projects) a non-profit organization capable of funding and delivering the project, or (for CMAQ projects) is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. For CMAQ-funded projects, proposed project measurably improves air quality.

2. Planning Consistency

- A. Project is consistent with the goals and policies of the adopted Regional Transportation Plan (RTP) - (i.e., SCAG's Connect SoCal 2020-2045 RTP/SCS).
- B. Project is consistent with the most-recently adopted general plan(s).
- C. Project is consistent with the most-recently adopted District Air Quality Management Plan.
- D. Transit improvement projects must be consistent with the policies and standards in the adopted Congestion Management Program or included on a Replacement Bus Schedule of the Short-Range Transit Plan or Transit Asset Management (TAM) Plan.

3. Financial Feasibility

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available.
- C. Project can be implemented within Federal and/or State delivery requirements.
- D. Agency must commit to providing 11.47% local match. However, an agency can request to access toll credits to pay 100% of project cost, but VCTC approval of such request is not assured as it would have to come out of the total funds available to projects. In the event a local match is required, VCTC will allow use of Toll Credits to provide 100% of construction funds if an equivalent amount of non-federal funds is used for prior project phases.

Selection Criteria for Transit Projects

Points	Scoring Criteria
(0 to 15 points)	<p>1. Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations – This criterion is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting transit users or increase transit system capacity.</p>
(0 to 25 points)	<p>2. Project's Necessity to Continued Operation of the Existing Transit System with Reliable Equipment – In recognition of the importance of a reliable transit system in maintaining ridership, this criterion assigns up to 25 points to a project based on how it addresses the need to replace or rehabilitate existing transit system equipment that if not replaced at this time will be considered beyond its useful service life (ULB) based on the FTA definitions. Criticality is determined by where an asset is in its ULB (i.e., in a Transportation Asset Management Plan (TAM) as scheduled to reach the end of their economic service life,) or the necessity of asset replacement to ensure ongoing service. To be considered eligible for CMAQ an equipment replacement project must provide an air quality benefit such as the new or refurbished equipment having reduced emissions from what was previously in use.</p>
(0 to 45 points)	<p>3. Air Quality Improvements and Special Considerations – This criterion evaluates the degree to which the project improves air quality for the CMAQ-defined pollutants namely ROG, NO_x, PM₁₀, and PM_{2.5}. The air quality improvement can be due to such factors as cleaner transit system equipment emissions, or reduced VMT due to transit improvements resulting in a diversion of trips from the private car. Up to 15 points will be awarded for a project's anticipated air quality benefit or for other special considerations.</p> <p>Up to 20 points shall be assigned based on cost effectiveness calculated by VCTC staff in consultation with APCD staff according to the "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects" released by the California Air Resources Board (May 2005).</p> <p>10 points shall be awarded if a project is eligible to be a Transportation Control Measure (TCM). Examples of TCM projects is provided at the end of these guidelines. Such projects, once programmed, will become a regional priority for achievement of air quality conformity.</p>
(0 to 10 points)	<p>4. Safety and Security – A project will receive 10 points if the application demonstrates that it will increase safety and/or security for transit patrons, transit employees, or the general public.</p>

(0 to 5 points)	5. LEVERAGING FUNDS – For transit projects, one to five points will be awarded based on the degree to which the application demonstrates the applicant has a competitive plan to use any VCTC awarded funds from this call for projects as leverage for other competitive state or federal grants.
-----------------	---

Selection Criteria for Non-Transit Projects

Points	Scoring Criteria
(0 to 10 points)	<p>1. SAFETY -- This criterion evaluates how the proposed project will affect safety at existing facilities or improve safety by building new facilities.</p> <p>Existing Conditions: Up to 5 points will be awarded for any combination of the following project characteristics: no existing pedestrian or bike facilities; no existing shoulder; documented pedestrian/bicycle collision history; most current and valid 85th percentile speed of motorized traffic in project limits; photos of existing safety hazards project will address; existing pedestrian/bicycle traffic counts demonstrating use; student attendance figures for schools served by project.</p> <p>Safety Improvements: Up to 5 points will be awarded for project elements that improve safety and/or remove or reduce potential conflicts including, but not limited to: adding new or wider sidewalks or new or wider bike lanes, enhanced crosswalks and bicycle crossings, street and pedestrian scale lighting, traffic calming, buffered bike lanes, signage and striping, improved signalization, etc.</p>
(0 to 5 points)	<p>2. PROJECT WORK PLAN, TIMELINE AND READINESS – This criterion evaluates deliverability of a proposed project. Up to 5 points will be awarded to projects presenting a clear work plan for implementation and reasonable timeline.</p>
(0 to 25 points)	<p>3. AIR QUALITY IMPROVEMENTS AND SPECIAL CONSIDERATIONS – This criterion is designed to evaluate air quality benefits. Cost effectiveness may be considered as calculated by VCTC staff in consultation with APCD staff.</p> <p>Additional points will be given to CMAQ projects identified as transportation control measures (TCMs), designated as committed TCMs, and/or required to conform to TCM timely implementation reports. See Transportation Control Measures in Attachment A.</p> <p>This criterion is also designed to add flexibility and allows cities and/or agencies to be creative and discuss ways in which the proposed project will benefit City/County residents, for example, improving air quality, reducing VMT, serving older areas without recent improvements, reducing speeds, making major improvements to accessibility and/or to serve lower income residents.</p>

Points	Scoring Criteria
(0 to 20 points)	<p>4. Project's Potential to Attract Active Transportation Users and/or Reduce Motor Vehicle Trips with an emphasis on serving destinations.</p> <p>Bicycle and Pedestrian Project: This criterion is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting active transportation users and/or reducing motor vehicle trips (30 percent of trips are a mile or shorter, 40 percent are two miles or shorter and 50 percent are three miles or shorter)</p> <p><u>Destinations Served</u> – Four points will be awarded for each destination served by the proposed project (e.g., transit stop, park and ride facility, employment center, post office, school/college, school bus stop, retail center, downtown area, library, museum, government office, medical/health facility, multi-family/senior housing) up to a maximum of 20 points. *Map with numbered destinations served must be included. For pedestrian projects, destinations served must be within a ¾-mile or less radius of the proposed project. For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.</p> <p>Non-bicycle/non-pedestrian projects: Up to 20 points will be awarded for the degree to which the project improves mobility and safety particularly on freight or transit corridors, addresses identified community needs, or provides economic, environmental and air quality benefits. Applicants, to the extent possible, shall provide quantified estimates for such benefits</p>
(0 to 25 points)	<p>5. NETWORK CONNECTIVITY Including Multi-Jurisdictional/Multi-Agency/Multi-modal Projects. This criterion evaluates whether the proposed project has local and/or regional significance.</p> <p>Up to 5 points will be awarded to projects involving more than one mode of transportation.</p> <p>10 points will be awarded to non-bicycle projects identified in an adopted Local or Regional Transportation Plan (Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan) or Capital Improvement Plan.</p> <p>20 points will be awarded to projects that address missing gaps identified in the Bicycle Wayfinding Study.</p>

(0 to 10 points)	6. COMPLETE STREET DESIGN – Up to 10 points will be awarded based on the extent that the proposed project is designed to encourage people to use the proposed facility, such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc.
(0 to 5 points)	7. LEVERAGED FUNDS - One point will be awarded for each 10% of local committed funds to a project, for a maximum of 5 points for projects with at least 50% local funding.

PROJECTS ELIGIBLE FOR CMAQ FUNDING

Congestion Management and Air Quality (CMAQ) program funds can be used to fund projects expected to result in tangible reductions in CO and ozone precursor emissions, and under certain conditions PM-10 pollution.

Eligible activities include:

Transportation Control Measures: TCMs are likely to be eligible, however the air quality benefits must be determined and documented before a project can be considered eligible. Two TCMs specifically excluded by legislation from CMAQ eligibility are reduction of emissions from extreme cold-start conditions and programs to encourage removal of pre-1980 vehicles. TCMs are listed on Attachment. Committed TCMs as defined in the Air Quality plan become a regional commitment for priority implementation.

Transportation Activities in an Approved State Implementation Plan: Transportation activities in approved SIPs are likely to be eligible activities. The activity must contribute to the specific emission reductions necessary to bring an area into attainment.

Transit Projects: In general, CMAQ eligibility is determined based on whether the project represents an expansion or enhancement of transit service. Eligible capital projects include new stations, transit centers, and preferential bus/HOV treatment on existing roads: new park-and-ride facilities adjacent to transit stops; and major new fixed-guide way and bus/HOV facilities and extensions; new alternative-fueled transit buses, vans, locomotives, and rail cars; and operating subsidies for 3-year demonstrations of new service.

Alternative Fuels: Conversion or replacement of centrally fueled fleets to alternative fuels is eligible provided that the fleet is publicly owned or leased, and the fleet conversion is in response to a specific requirement in the Clean Air Act or is specifically identified in the State Implementation Plan.

Bicycle and Pedestrian Program: eligible projects are construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and establishment and funding of State bicycle/pedestrian coordinator positions.

Management Systems: Projects required to develop, establish the management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, as well as implementation of projects contained in them, are eligible where it can be demonstrated they are likely to contribute to attainment of air quality standards.

Traffic Management/Congestion Relief Strategies: Traffic management and congestion relief strategies for both highways and transit are eligible if they can be shown to improve air quality. Projects to modernize traffic signals to improve traffic flow and intelligent transportation systems are included under this category. The addition of mixed-flow travel lanes is ineligible.

Telecommuting: Planning, technical and feasibility studies, training, coordination, and promotion for telecommuting are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases, and related activities are not eligible.

Travel Demand Management: Eligible activities include market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs; and marketing and public education efforts to support and bolster TDM measures.

Intermodal Freight: CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown.

Public/Private Initiatives: The CMAQ program may be used to fund projects or programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. Under TEA-21, non-profit organizations are eligible as direct recipients of CMAQ funds.

Outreach Activities: Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities for an Employee Commute Option program may be funded under the CMAQ program for an indefinite period. Transit “stores” selling fare media and dispensing route and schedule information which occupy leased space are also eligible and are not subject to the 3-year limit.

Fare/Fee Subsidy Program: CMAQ funds may be used for partial user fare or fee subsidies to encourage greater use of alternative travel modes (e.g., carpool, vanpool, transit, bicycling and walking), as part of a comprehensive, targeted program to reduce SOV use. The subsidized fare/fee must be limited to any one entity or location for a period not to exceed 2 years.

Other Projects and Programs: Other transportation projects and programs, even if they are not included under one of the categories above may also be funded under CMAQ. Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. Documentation of air quality benefits must be provided.

PROJECTS ELIGIBLE FOR TDA ARTICLE 3 BICYCLE & PEDESTRIAN FUNDING

TDA Article 3 funds are provided for the exclusive use of pedestrians and bicyclists. TDA Section 99234 provides a description of eligible uses. Generally, Article 3 bicycle and pedestrian claims provide funding for facilities provided for the use of bicyclists & pedestrians and may include projects that serve the needs of commuting bicyclists, including, but not limited to new trails or pathways serving major transportation corridors, secure bicycle parking at employment centers, park-and-ride lots, and transit terminals where other funds are unavailable. For this call for projects, eligible projects include (TDA Section 99234):

1. Construction and/or engineering of a bicycle or pedestrian capital project
2. Bicycle safety education program(s), provided the program does not fully fund the salary of any one person.
3. Development of a comprehensive bicycle or pedestrian facilities plan.

PROJECTS ELIGIBLE FOR SB 1 STATE OF GOOD REPAIR FUNDING

State of Good Repair funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC Section 99212.1 (c) lists the projects eligible for State of Good Repair funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under the transit agency's normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
- New transit facilities or equipment needed to maintain existing transit service(s)

To the extent possible and cost effective, and where feasible, the State of Good Repair Program encourages eligible recipients to promote "fix-it-first" transit capital projects that reduce greenhouse gases and help achieve the state's environmental goals. Examples of such projects may include replacement of vehicles with partial and/or zero emission vehicles, green technology equipment enhancements, or transit facility upgrades to improve energy efficiency.

Caltrans may approve other appropriate replacement and rehabilitation projects not listed here. Projects that solely expand capacity or service are not eligible projects. However, the expansion of capacity within a replacement project to address current or projected short-term service needs, e.g., replacing a maintenance facility with a larger facility or replacing a bus with a larger bus, are eligible.

The State of Good Repair Program is a transit capital program. Transit operations, transit agency administration, and program management are not eligible. Also, pre-planning, planning and environmental phases are not eligible as a stand-alone project, however, expenditures on these project construction development phases are allowable when included as part of a capital project. Project development costs are not to exceed 20% of the total estimated project cost.

Eligible recipients must have the financial means to maintain and operate project services and the ability to accept their legal liabilities and fulfill financial obligations for the project's useful life.

TRANSPORTATION CONTROL MEASURES (TCM) PROJECT CATEGORIES

A. High-Occupancy Vehicle Measures

- New HOV Lanes or ramps (3 or more)
- HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
- High Occupancy Toll (HOT) Lanes and Pricing Alternatives

B. Transit and System Management Measures

Transit

- Rail Track – New or Expanded Lines
- New Rolling Stock Acquisition – Rail Cars and/or Locomotives
- Bus Rapid Transit and Dedicated Bus Lanes – Express Busways
- Buses – Fleet Expansion
- Shuttles and Paratransit Vehicles – Fleet Expansion

Intermodal Transfer Facilities

- Rail Stations – New or Expansion
- Park & Ride Lots – New or Expansion
- Bus Stations & Transfer Facilities – New or Expansion

Non-Motorized Transportation Mode Facilities

- Bicycle & Pedestrian Facilities – New or Expansion (non-recreational)
- Bicycle Facilities – New or Expansion (non-recreational)
- Pedestrian Facilities – New or Expansion (non-recreational)

Note: Committed TCMs are 1 mile or greater for bicycle or ¼ mile or greater for pedestrian, or bicycle parking for 10 or more slots/lockers.

C. Information-Based Transportation Strategies

- Marketing for Rideshare Services and Transit/TDM/Intermodal Services
- Intelligent Transportation Systems/Control System Computerization
 - Traffic Signal Synchronization (3 or more signals)
 - Real-Time Transit or Rail Notification System
 - Traffic Management/Operations Centers
 - Changeable Message Signs (5 or more)
 - Closed Circuit Televisions
 - Ramp Metering Systems
 - Systemwide Signal Preemption
 - Traveler/Motorist Information Systems; Highway Advisory Radios
 - Vehicle Detection & Automatic Vehicle Classification Systems
- Telecommuting Programs/Satellite Work Centers

SHELF LIST GUIDELINES

Projects that are scored in the IIJA CMAQ/Bicycle & Pedestrian TDA Article 3/SB 1 State of Good Repair Call for Projects, but below the funding cut-off, will be considered for funding following their scoring priority, to avoid a lapse of CMAQ apportionment if necessary. Projects will also be considered for funding from the FTA Section 5339 Bus Capital Formula program, or from the state's Low Carbon Transit Operations Program (LCTOP) if needed to utilize those apportionments; or to support a pending competitive state or federal grant application by providing match. In some cases, VCTC could decide to assist with an approved CMAQ project's delivery by swapping its CMAQ funds with LCTOP, thus "de-federalizing" the project, and then using the freed-up CMAQ funds for a shelf list project.

Shelf list projects have not been approved by the Commission and their status will be reviewed prior to approval, which must be granted by the Commission after action by the appropriate advisory committee. Projects remaining unapproved at the next call for projects must reapply for funds.



2022 Combined Call for Projects CMAQ/TDA Article 3/ SB 1 SGR

Project Application

Project Applicant Information

Lead Agency or Organization:			
Mailing Address:			
City:		State:	Zip:
Contact Person Name:			Phone:
Title:	E-mail:		

Project Information

1. <u>Project Name:</u>
2. <u>Project Type:</u> (Check all that apply) <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Other _____
3. <u>Project Description:</u> (e.g., number of replacement or expansion vehicles including type, size, and purpose, for capital improvements include location, length, limits of work, size, etc. If bike lane, include length and class.)
4. <u>Project Location:</u> <input type="checkbox"/> Vicinity Map Attached <input type="checkbox"/> Project Site Map or Site Plan Attached <input type="checkbox"/> Photos Attached <input type="checkbox"/> N/A
5. Local or Regional Significance <input type="checkbox"/> Check Box if project is a stand-alone project <input type="checkbox"/> Check Box if project is part of a larger project. If project is part of a larger project, please describe:



6. Financial Information:

Identify the proposed funding scenario for the project using the table below. Note that approved awarded funds may differ from proposed scenario.

	CMAQ (Federal)	Article 3 / SGR (State)	Required 11.47% Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$	\$	\$	\$
R/W	\$	\$	\$	\$	\$
CON	\$	\$	\$	\$	\$
Total	\$	\$	\$	\$	\$

Additional Financial Information

☐ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

7. Project Schedule:

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering			
Environmental			
Right-of-Way			
Construction			

Project Screening Information

8. Project Readiness: Briefly describe (no more than 100 words) the project work plan and timeline:

Check boxes for all items that have already been completed:

Preliminary Design

- ☐ Project Feasibility Study Completed
- ☐ Right-of-way needs and utility conflicts identified
- ☐ Vehicle specifications identified



- ☐ Planning Level Cost Estimates

30% Design

- ☐ Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- ☐ Revised Cost Estimates and Schedule

Environmental Clearance

- ☐ CE or Checklist Complete
- ☐ Draft Environmental Document Completed
- ☐ Final Environmental Document Completed

Final Construction Plans, Specifications, and Estimates or Vehicle Specifications

- ☐ Construction Plans, Specifications Completed
- ☐ Final Vehicle Specifications and Bid Packet Completed
- ☐ Ready to Advertise

- ☐ No Right of way needed or Right-of-Way Acquired
- ☐ No need to relocate utilities or Utilities Relocated

_____ Number of Community Meetings Held (not including meetings to adopt community-wide master plans)

9. Safety and Security: Will the project improve safety and security at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed and how they will improve safety.

10. Air Quality Improvement: Briefly describe how the project will improve air quality.

- For bicycle and/or pedestrian projects please provide estimated new average daily trips.
- For bicycle and/or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and/or pedestrian projects provide estimated annual VMT reduced.
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.

11. Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations: Describe the project's



direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.

12. Network Connectivity and Local or Regional Significance: Does the project serve more than one mode of transportation? ____ Yes ____ No

If yes, please explain how:

13. Local or Regional Significance: Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, the Short Range Transit Plan, or TAM? ____ Yes ____ No

14. Local or Regional Significance: Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, TAM Plan, SRTS Plan, VCTC Bicycle Wayfinding Plan Corridor Plan) or Capital Improvement Plan? ____ Yes ____ No

If yes, please provide the name(s) of the document(s):

15. Leveraging funds: Describe how the proposed project and funding scenario will act as leverage, or “local share” for other State or Federal grant applications?

16. Public Participation Process: Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?



17. Transit Project Necessity: For Transit Projects, describe the Project's necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment.

CEO CERTIFICATION

I hereby certify that the applications included in this submittal package represent this agency's complete proposal for projects recommended for funding at this time. Should the projects be approved for funding by the Ventura County Transportation Commission, this agency will commit the local match as specified in the applications and will make a priority of meeting the stated project delivery deadlines.

This agency is willing and able to maintain and operate the projects contained in the applications, and hereby assures that it will do so, with the proviso that the agency is permitted to transfer this responsibility to another qualified agency that is willing to do so.

Signature

Printed Name

Date

Title*

Agency

*Must be signed by City Manager, County Executive Officer, County Transportation Agency Director, or other organizational CEO.



Item 9

June 15, 2022

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: GEISKA VELASQUEZ, PROGRAM ANALYST
SUBJECT: NEW CALIFORNIA TRANSPORTATION COMMISSION (CTC) POLICY ON
ACTIVE TRANSPORTATION PROGRAM (ATP) USER COUNTS

RECOMMENDATION:

- Review and file.

BACKGROUND:

The California Transportation Commission (CTC) adopted the new Active Transportation Program (ATP) Policy on User Counts on May 18, 2022 to ensure that user counts are collected in a timely and accurate manner and that the ATP is meeting its statutory goal of increasing walking and biking.

User counts have been required on ATP funded projects since the program's establishment. The guidelines have indicated that implementing agencies conduct pre-construction and post-construction user counts and submit findings to Caltrans as part of the project reporting process.

In March of 2020 Caltrans announced that they would allow delay of post-construction user counts for one to two years after completion of an ATP project due to decreases expected from pandemic related closures. Due to inconsistencies in results and a lack of explanation from count results, it may be challenging to assess accurately ATP trends.

To ensure that user counts are collected efficiently, and that the ATP is meeting its goal of increasing walking and biking Commission staff developed the Active Transportation Program Policy on User Counts which was adopted via Resolution G-22-42 at the May 2022 CTC Meeting.

DISCUSSION:

ATP project user counts aim to measure the increase in active transportation use and the Program's progress toward achieving its statutory goal of increasing walking and biking. The CTC is implementing the ATP Policy on User Counts to ensure that user counts are conducted in alignment with the adopted ATP Guidelines and the Interim Count Methodology Guidance (Interim Guidance). The Final Guidance is expected to commence later this year with implementation beginning in 2024.

Implementing agencies should be aware that the ATP Policy on User Counts includes the following:

1. COVID-Related Extensions:

- a. State lifted all COVID-related stay-at-home orders on 6/15/21 and schools reopened for in-person instruction during the 2021- 2022 school year. Therefore, the **CTC will no longer allow COVID-related user count extensions after the May 2022 Commission meeting.**
- b. All agencies that received a COVID-related **user count extension must complete after-construction user counts by 6/30/23.**
- c. Projects subject to the Interim Guidance must conduct before-and-after construction user counts at the same location, on the same days of the week, at the same time(s) of day, and during the same week of the year.
- d. Agencies should endeavor to **complete after-construction user counts on the soonest date possible**, in alignment with this methodology.

2. Submittal and Explanation of User Counts:

- a. All implementing agencies must **submit before-construction and after-construction user counts with the Final Delivery Report, which is due within 180 days of the conclusion of all project activities**, such as invoicing and user count collection. Agencies that fail to provide user counts could face disciplinary consequences including, but not limited to: A written warning, A required appearance before the Commission, Placement on a Watch List. In the most egregious situations: Ineligibility for future allocations and programming actions, Reduced reimbursements.
- b. **Caltrans will provide a written warning to all implementing agencies that are currently not in compliance** with the requirements outlined in paragraph 2a and that did not receive a COVID-related extension. **Caltrans will also establish corrective action plans with these agencies to ensure timely collection of user counts.**
- c. All implementing agencies must **submit a narrative with after-construction user counts.** This narrative should discuss whether the after-construction user counts align with the implementing agency's expectations of project use. If the after-construction user counts show a reduction in active transportation users compared to before-construction user counts, the agency must provide an explanation as to the decrease in users and discuss any conditions that may have affected use. Failure to provide this narrative could result in disciplinary consequences as described above.

3. Implementation of Interim and Final Count Methodology Guidance:

- a. Projects receiving a construction phase allocation at or after the May 2022 Commission meeting must comply with the count methodology and procedures outlined in the Interim Guidance and adhere to Sections 1 and 2 of this policy:
 - i. **The Count Methodology Guidance for the Active Transportation Program can be accessed by going to [Interim ATP Count Methodology \(ca.gov\)](https://www.caltrans.ca.gov/interim-atp-count-methodology).**
- b. Caltrans is expected to begin development of the Final Count Methodology Guidance (Final Guidance) in summer 2022, with implementation by 2024. The Final Guidance will apply to projects that receive construction phase allocation at or after the Commission meeting in which it is adopted. Projects that are subject to the Final Guidance must comply with the Active Transportation Program Policy on User Counts.