

**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.
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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. 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: Include 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. 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 IJJA 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 "defederalizing" 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.