



AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
Thursday, October 16, 2014, 9:00 a.m.
Camarillo City Hall, Administrative Conference Room
601 Carmen Drive, Camarillo, CA

- Item #1 CALL TO ORDER**
- Item #2 PUBLIC COMMENTS**
- Item #3 APPROVAL OF SEPTEMBER 18, 2014 MEETING MINUTES – PG. 3**
- Item #4 APPROVAL OF AUGUST 21, 2014 MEETING MINUTES – PG. 5**
- Item #5 CALTRANS LOCAL ASSISTANCE UPDATES**
- Receive updates from Caltrans Local Assistance Staff.
- Item #6 APPROVE MINI CALL-FOR-PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS – PG. 7**
- Approve guidelines and application for a new mini-call for projects to program CMAQ funds anticipated to come available during Fiscal Year (FY) 2014/15.
 - Approve Mini-Call for Projects Schedule.
 - Appoint a Task Force to review project scoring.
 - Approve “off-the-top” funding of \$443,000 for Regional Ridesharing and \$500,000 for Transit Marketing.
 - Approve policy for Shelf List.
- Item #7 ROUTE 101/23 PRESENTATION**
- Receive an oral and PowerPoint presentation from Caltrans regarding the Route 101/23 Project.
- Item #8 FUTURE AGENDA ITEMS**
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Congestion Management Program

Highway Monitoring Cameras Demonstration Project

Route 1 Re-routing to Rice Avenue, Oxnard

Bicycle Wayfinding Project

VCTC/CTC Programming Procedures Revision

ATP Application Peer Review

Item #9 ADJOURNMENT

In consideration of our host, the City of Camarillo, please exit this meeting quietly through the Exit door directly right of the Administrative Conference Room. Thank you.

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

September 18, 2014

Item # 1 Call to Order

Chair Ken Matsuoka called the meeting to order at 9:10 a.m. A quorum was not present. The following people were present (an asterisk represents voting Member Agencies):

Robert Wong	Caltrans
Morris Zarbi	Caltrans
Bill Golubics	Camarillo
Ken Matsuoka	Camarillo*
Thang Tran	Camarillo
Claire Johnson-Winegar	Gold Coast Transit
Dave Klotzle	Moorpark*
Jason Samonte	Oxnard*
Cynthia Daniels	Oxnard
Will Berg	Port Hueneme*
Kamran Panah	Simi Valley*
Tom Mericle	Ventura*
Ben Emami	Ventura County*
Ben Cacatian	VCAPCD
Peter De Haan	VCTC
Stephanie Young	VCTC

Chair Matsuoka authorized proceeding with an un-official meeting to review all non-action items on the Agenda while waiting for quorum.

Item # 2 Public Comments

No public comments were made.

Item # 3 Approval of August 21, 2014 Meeting Minutes

No action.

Item # 4 Caltrans Local Assistance Updates

Morris Zarbi of Caltrans noted that Chapter 22 on Active Transportation Program (ATP) has been added to the Local Assistance Program Guidelines and, between now and mid-October, no federal funds can be obligated however Right of Way (ROW) Certificate submission is ideal; Agencies are encouraged to submit ROW certificates at this time. Robert Wong of Caltrans noted that as of October 1, invoicing must follow the new guidelines and that an additional Caltrans Quarterly workshop will be held at the end of October; after brief discussion, it was determined that environmental processes and documentation would be the best areas of focus for a workshop in Ventura County at this time. Caltrans will coordinate the appropriate guest speaker.

Item #5 Revision to Simi Valley CMAQ Funds

No action.

Item #6 Potential Future CMAQ Call For Projects

Peter De Haan of VCTC presented this item; no action was required or requested of TTAC. Peter De Haan updated TTAC on the status of discussions with TRANSCOM regarding splitting Congestion Mitigation and Air Quality Improvement (CMAQ) funds into equal halves, with one call for highway projects and one call for transit projects. Peter De Haan advised that based on discussions with TTAC and TRANSCOM, Staff will present draft guidelines to the Commission (in line with the Comprehensive Transportation Plan) recommending allocating half of the available CMAQ funds for highway projects (including all non-transit categories including bicycle, pedestrian and signal synchronization). Staff will also bring the guidelines outlining the highway project selection criteria back to TTAC. Staff will continue to work on the guidelines that outline the transit projects selection criteria, which could possibly include project selection priority for future bus replacements. The funds available to split between highway and transit projects would be Fiscal Year 2014/15 CMAQ funds, which Staff estimates at around 9 million dollars and Staff will determine if any un-programmed carry-over of CMAQ funds from previous years could also be included.

Item #7 Local STP Shares Based on Former VCTC Policy

Stephanie Young of VCTC presented this item; no action was required or requested of TTAC. At the July TTAC meeting, TTAC requested information on how portions of Surface Transportation Program (STP) funds for Fiscal Year 2014/15 would have been distributed to local jurisdictions for local streets and roads priorities, had the Commission not adopted the Comprehensive Transportation Plan (CTP) in September of 2013, which reserves future STP funds for highway improvements only. Staff provided a table reflecting estimates of what distributions of STP funds would have been made to each jurisdiction had the Commission not adopted the CTP.

Item #9 Proposition 1B Presentation

Peter De Haan of VCTC presented this item; no action was required or requested if TTAC. A visual and oral presentation was made on projects in Ventura County that have been accomplished by Proposition 1B, which passed by voters in November 2006 and authorized \$19.9 billion in bonds for transportation infrastructure in California.

Item # 10 Future Agenda Items

The Caltrans 101/23 Project Presentation will occur at the October meeting. The ATP Application Peer Review discussion will occur at the November meeting. The Highway Monitoring Cameras Demonstration Project, Congestion Management Program (CMP) and Bike Wayfinding Project items will occur as soon as possible.

Item # 8 Adjournment

Chair Matsuoka adjourned the meeting at 10:32 a.m.

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
August 21, 2014**

Item # 1 Call to Order

Chair Ken Matsuoka called the meeting to order at 9:04 a.m. The following people were present:

Fred Bral	Caltrans	Robert Wong	Caltrans
Mazen Dabboussi	Caltrans	Morris Zarbi	Caltrans
Bill Golubics	Camarillo	Ken Matsuoka	Camarillo
Thang Tran	Camarillo	Abdollah Ansari	CDM Smith
Claire Johnson-Winegar	Gold Coast Transit	Dave Klotzle	Moorpark
Jason Samonte	Oxnard	Will Berg	Port Hueneme
Craig Hoshijima	PFM	Kamran Panah	Simi Valley
Jim Brunner	Simi Valley	Cliff Finley	Thousand Oaks
Mike Tohidian	Thousand Oaks	Tom Mericle	Ventura
Ben Emami	Ventura County	Dave Fleisch	Ventura County
Ben Cacatian	VCAPCD	Darren Kettle	VCTC
Peter De Haan	VCTC	Stephanie Young	VCTC

Item # 2 Public Comments

No public comments were made.

Item # 3 Approval of July 17, 2014 Meeting Minutes

Tom Mericle of Ventura moved to approve the July 17, 2014 minutes. David Fleisch of Ventura County seconded the motion. A voice vote was taken and it passed unanimously.

Item # 4 Caltrans Local Assistance Updates

Peter De Haan of VCTC gave updates he received at the recent California Transportation Commission (CTC) meeting; Caltrans Local Assistance Division Chief Ray Zhang stated that Caltrans will be approving Disadvantaged Business Enterprises (DBE) goals on contracts exceeding 2 million dollars and the Federal Highway Administration (FHWA), along with Caltrans, determined that the FHWA will audit Caltrans Consultant Selection and Procurement Process Review program, rather than auditing individual, local agencies. Morris Zarbi of Caltrans advised that the Request for Authorization (RFA) submittals must include DBE goals prior to submission, approval and obligation, that all Ventura County RFA submittals have been transmitted to Caltrans Head Quarters; all the federal funds have been obligated. It was suggested that Mohammad Pasebani, Caltrans District 7 Construction Oversight Engineer, could attend a future TTAC meeting to provide insight to Ventura County Agencies regarding the DBE/Consultant contract issues encountered in other areas of the State.

Item #5 Pending Federal Transportation Fund Insolvency

Peter DeHaan of VCTC presented this informational item; no action was required or requested of TTAC. Discussion was had regarding the Senate recently passing HR 5021, which extends the MAP-21 authorization and provides additional one-time transfers to keep the Highway Trust Fund (HTF) solvent until May 31, 2015.

Item #6 Active Transportation Program (ATP) Project Scores

Stephanie Young of VCTC presented this item; Staff recommended the TTAC approve the scoring and funding of four ATP Projects for SCAG's Regional ATP Program. Discussion was had on the compressed timeframe this round of project selection, the CTC/Caltrans project scoring method, the possibility of the remaining balance of funds going into the regional account for distribution and the possible development of SCAG-only scoring criteria for this scenario, in the future. Peter De Haan of VCTC mentioned that if any Agency wants a breakdown of their projects scores by criteria, the point of contact is Teresa McWilliam of Caltrans. The selected ATP Applications will be available to review online soon; more information can be found here: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>. The next cycle of ATP Applications is due in March, 2015 (NOTE: After the meeting, Peter De Haan found what he said was in error; applications will become available March, 2015, not due by that date). Dave Fleisch of Ventura County moved to approve the recommendation, amending the motion in requesting that an item be placed on the October or November TTAC Agenda regarding development of a peer-review process, or County-wide approach, ahead of the next call for ATP Applications, which will be due in March 2015. Tom Mericle of Ventura seconded the motion. A voice vote was taken and it passed unanimously.

Item #7 High Occupancy Toll (HOT) Lanes Study Update

Peter De Haan of VCTC introduced this item; no action was required or requested of the TTAC. A TTAC subcommittee has been meeting monthly with CDM Smith, Consultant to VCTC, in order to analyze the financial feasibility of High Occupancy Toll (HOT) lanes as related to the High Occupancy Vehicle (HOV) alternatives within Caltrans 2013 Project Study Report-Project Development Support (PSR-PDS), specifically Alternative three (one standard HOV lane in each direction of the 27 mile Route 101 Highway corridor). Frank Furger of CDM Smith was teleconferenced into the meeting. Abdollah Ansari of CDM Smith and Craig Hoshijima of Public Financial Management (PFM) jointly presented this item, which consisted of an oral presentation as well as a Microsoft PowerPoint Presentation. Discussion was focused on funding sources, phasing strategies, concepts of operation and assumptions made based on the available traffic volume data (which varies between the TCR and Caltrans PSR-PDS and the traffic study done last year). A concise evaluation of HOT lane financial feasibility will be presented to the Commission at the September 12 meeting.

Item #8 Status of Federal STP and CMAQ Projects

Stephanie Young of VCTC presented this item; no action was required or requested of the TTAC. Discussion was had regarding the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Projects that are programmed for FY 2014/15 and ready to be obligated, as well as the upcoming approval of the 2015 FTIP. Stephanie Young of VCTC asked that all Agencies respond to her directly with their projects obligation or completion status.

Item #9 Proposition 1B Presentation

This item was tabled for the next TTAC meeting, due to exceeding the allotted TTAC meeting time frame.

Item # 10 Future Agenda Items

The Proposition 1B presentation and a TIP Amendment item will occur at the next meeting. Caltrans 101/23 Project Update presentation will occur at September or October's meeting. The ATP Application Peer Review item will occur at October or November's meeting. Congestion Management Program (CMP) and Bike Wayfinding Project updates will be presented as soon as possible.

Item # 8 Adjournment Chair Ken Matsuoka adjourned the meeting at 10:45 a.m.



Item #6

October 9, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
STEPHANIE YOUNG, PROGRAM ANALYST**

**SUBJECT: APPROVE MINI CALL-FOR-PROJECTS FOR CONGESTION MITIGATION
AND AIR QUALITY (CMAQ) FUNDS**

RECOMMENDATION:

- Approve guidelines (Attachment A) and application (Attachment C) for a new mini-call for projects to program CMAQ funds anticipated to come available during Fiscal Year (FY) 2014/15.
- Approve Mini-Call for Projects Schedule contained in the agenda item.
- Appoint a Task Force to review project scoring.
- Approve "off-the-top" funding of \$443,000 for Regional Ridesharing and \$500,000 for Transit Marketing.
- Approve policy for Shelf List (Attachment B).

BACKGROUND:

Over the past few months there have been discussions at TTAC and TRANSCOM regarding the need for a process to program the CMAQ funds that are likely to be authorized in FY 2014/15, including the partial years' worth of funds that was authorized by the short-term extension of the Moving Ahead for Progress in the 21st Century (MAP-21) legislation through May 31st. At these meetings the Committees discussed various issues, including the need to move forward relatively soon to use the FY 2014/15 funds, and also the concern that in the future CMAQ could be a significant fund source for bus replacements, the need for which is currently unknown but is being evaluated as part of the Short Range Transit Plan (SRTP) development. Based on these considerations, TTAC recommended that half of the available CMAQ funds for highway-related projects, including bicycle and pedestrian projects, be made available at this time given that the Comprehensive Transportation Plan (CTP) adopted by the Commission in September, 2013 provides that half of CMAQ funds be used for bicycle and pedestrian purposes. The remaining half of the funds would be made available for transit projects, including bus replacement projects, once more is known from the SRTP process regarding bus replacement

needs. Staff is proposing that at this time VCTC accept the TTAC recommendation, and move forward with a small call for projects for non-transit CMAQ projects. At the same time, since the SRTP is close to developing bus replacement information, staff is proposing to include transit projects in the application process, to allow selection of transit projects as soon as possible after the SRTP information is available. Previously, all eligible types of CMAQ projects were prioritized in a single list, but under the new process there will be separate criteria and lists for transit and non-transit categories.

Based on the FY 13/14 funding level, VCTC's FY 2014/15 apportionment is estimated to be \$8,322,000. However, there is \$5,048,000 of the FY 2013/14 CMAQ funds that was not programmed to any project, making the total CMAQ programming capacity \$13,370,000. Making half of these funds available for bicycle and pedestrian projects and other CMAQ-eligible non-transit projects would provide \$6,685,000 for these purposes, with the other \$6,685,000 available for transit projects. By comparison, the Ventura County share of the recent Active Transportation Program funding cycle was \$3,331,000, so by conducting a call for projects with \$6.7 million available for non-transit projects, VCTC will significantly increase the funds going to active transportation, even if some of the funds go to other CMAQ-eligible road uses such as signal synchronization.

Attachment A provides the proposed Mini-Call for projects guidelines for the Committees' review and approval. These guidelines have been revised to contain more specific information applicable to each of the two categories. Attachment C provides the draft application.

The following is the proposed schedule for the proposed CMAQ call for projects. It is possible that the transit portion of the project selection process could be delayed based on the timing of the SRTP:

VCTC Approval of Call Process: November 7, 2014
Notification of Funding Availability: November 10, 2014
Applications Due to VCTC: January 15, 2015
Task Force Approval of Projects: week of January 26th
TRANSCOM Approval of Transit List: February 12th
TTAC Approval of Non-Transit List: February 19th
VCTC Approval to Projects: March 6th
Approval of Amendment to Federal Transportation Improvement Program: May, 2015

In previous calls for projects VCTC utilized a Task Force consisting of representatives of TTAC, TRANSCOM and APCD to review the initial scoring prepared by VCTC staff. After review by the Task Force, the combined recommendations went to both Committees and then the Commission. VCTC proposes that there will now be separate criteria and lists, but that the same Task Force will review both lists. However, TTAC would then only review the non-transit project priorities while TRANSCOM would review the transit project priorities. VCTC staff and the Task Force have the option of recommending, for a specified reason, a change in the 50/50 funding split between the two lists, but given that the projects will be scored by different criteria, this option is only anticipated to be used, if at all, to shift a small amount of funds,

In previous calls for projects, VCTC submitted applications that were scored, and always ranked very highly, for Regional Ridesharing and Transit Marketing. Sometimes, in years with no calls for projects, an action would be taken to approve funds to continue these two projects. In view of the clear regional priority of these projects staff is recommending that they be approved for funding at this time, with Regional Ridesharing taken from the highway share and Transit

Marketing from the transit share. As a result, the amount available in the call for highway (including bicycle and pedestrian) projects will be \$6,242,000, and the amount available for transit projects will be \$6,185,000.

The prior call for projects employed a policy that some projects not ranked highly enough to be funded were placed on a shelf list and could receive funds if needed to avoid a lapse of apportionment. Since that time, as additional funds were apportioned, some of those projects were approved by VCTC. There was no policy to give those projects any standing in a future call for projects, so any shelf projects remaining on the prior shelf list will need to reapply. Given that there is less than one year of new CMAQ funding currently authorized, and potentially a large number of projects that will be submitted, staff is recommending adoption of the Attachment B Shelf Policy which provides that projects can be approved for future funds as they become available, based on the scores they receive in this call for projects.

Under the Caltrans Toll Credits policy, the federal 11.47% match requirement can effectively be waived at VCTC's discretion. During the last call for projects, VCTC provided the option of requesting no match, but only a few agencies made that request, so after receiving the applications staff recommended requiring the match for all projects except Regional Ridesharing and Transit Marketing. In the end a policy was adopted allowing use of Toll Credits to reduce the match requirement should a project come under the amount that was originally requested in the call for projects. However, staff does not recommend making such a policy an established element of the call for projects. The proposed guidelines do allow the use of Toll Credits to facilitate the counting of design and right-of-way expenditures toward local match for construction. Should a project sponsor elect to use that option for highway projects, they will need to take care to ensure that sufficient federal funds are requested for construction, since Caltrans requires that Toll Credits can only be used if there is 100% federal participation and nothing less.

**CMAQ
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

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 of 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. 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** of these screening criteria in order 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.
- B. Project applicant is a city, the County, a transit operator, or other public transportation agency, or a non-profit organization capable of funding and delivering the project, or is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. Proposed project measurably improves air quality.

2. Planning Consistency

- A. Project is consistent with the goals and policies of the adopted RTP (i.e. SCAG's 2012-2035 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 the Replacement Bus Schedule of the Short Range Transit 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 delivery requirements.
- D. Agency must provide 11.47% minimum local match. VCTC will allow use of Toll Credits to provide 100% of construction funds if an equivalent amount of non-federal funds are used for prior project phases.

Selection Criteria for Transit Projects

There are eight selection criteria to be used to evaluate projects which have been found to meet the above screening criteria. Each of the criteria has a specific number of points assigned to them; these are maximums and as such 100 points represents a "perfect score" for any project. Projects will be evaluated against each criterion to determine the degree to which they accomplish the stated goal or purpose.

A. Increase capacity and/or ridership. (0 to 20 points)

- Project significantly increases capacity of transit system and/or increases transit ridership Up to 20 points
- Project does not increase capacity or ridership 0 points

B. Improve air quality. (Based on consultation with APCD staff) (0 to 15 points)

- Reduction in vehicle emissions Up to 15 points
- No reduction in vehicle emissions 0 points

C. Funding Leverage. (0 to 15 points)

- Applicant provides at least 50% local match over the required match 15 points
- Applicant provides at least 30% local match over the required match 10 points
- Applicant does not provide at least 30% local match 0 points

D. Inclusion in the VCTC Short Range Transportation Plan. (10 points)

- Project is included in the bus replacement schedule of the SRTP Up to 10 points
- Project is not included in the bus replacement schedule of the SRTP 0 points

E. Priority Project. (10 points)

- Applicant ranks project as its top priority in the Transit category. Only one project can receive these points in the transit criteria from each applicant. 10 points
- Project is not the top priority project for the City or Agency 0 points

F. Project Readiness (10 points)

- Project is eligible for federal Categorical Exclusion (CE) or has FTA environmental approval 10 points
- Project is not eligible for federal CE or does not have FTA environmental approval 0 points

G. Safety and Security (0 to 10 points)

- Project increases safety and security Up to 10 points
- Project does not increase safety and security 0 points

H. Cost Effectiveness (0 to 10 points)

- Cost effective as 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). Up to 10 points
- Low cost effectiveness. 0 points

Selection Criteria for Non-Transit Projects

There are eight selection criteria to be used to evaluate projects which have been found to meet the above screening criteria. Each of the criteria has a specific number of points assigned to them; these are maximums and as such 100 points represents a "perfect score" for any project. Projects will be evaluated against each criterion to determine the degree to which they accomplish the stated goal or purpose.

A. Improve mobility. (0 to 20 points)

- Project improves mobility Up to 20 points
- Project does not improve mobility 0 points

B. Improve air quality. (Based on consultation with APCD staff.) (0 to 15 points)

- Reduction in vehicle emissions Up to 15 points
- No reduction in vehicle emissions 0 points

C. Has multi-modal or HOV elements. (0 to 10 points)

- Project improves coordination between, and access to, more than one mode of travel or HOV Up to 10 points
- Project provides no improvement to coordination between, and access to, more than one mode of travel or HOV 0 points

D. Funding Leverage. (0 to 15 points)

- Applicant provides at least 50% local match over the required match 15 points
- Applicant provides at least 30% local match over the required match 10 points
- Applicant does not provide at least 30% local match 0 points

E. Priority Project. (10 points)

- Applicant ranks project as its top priority in the Non-transit category. Only one project can receive these points in the non-transit criteria from each applicant. 10 points
- Project is not the top priority project for the City or Agency 0 points

F. Project Readiness (0 to 10 points)

- Funding is requested for a cost increase to a project programmed in a prior Call for Projects and the project has approved Environmental Clearance, and completed PS&E
10 points
- Funding is requested for a cost increase to a project programmed in a prior Call for Projects and the project has approved Environmental Clearance.
5 points
- Project has not previously been programmed in a Call for Projects.
0 points

G. Safety and Security (0 to 10 points)

- Project increases safety and security
Up to 10 points
- Project does not increase safety and security
0 points

H. Cost Effectiveness (0 to 10 points)

- Cost effective as 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).
Up to 10 points
- Low cost effectiveness.
0 points

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.)

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 on the basis of whether or not 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 provided that 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.

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.

SHELF LIST GUIDELINES

Projects that are scored in the 2014 CMAQ Call for Projects, but below the funding cut-off, will be considered for funding following their scoring priority, for the following purposes:

- If necessary to avoid a lapse of CMAQ apportionment.
- For programming against the FY 2015/16 CMAQ apportionment when authorized, after funds are set aside for Regional Ridesharing and Transit Marketing.

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

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) APPLICATION

A. GENERAL INFORMATION

Project Title:

Lead Agency:

Contact Person

Title:

Address:

Phone:

Email:

1. Project Description:

(Describe the project's purpose, location, length, limits of work, size, etc. Attach vicinity maps and plans. If bike lane, length and class are required.)

2. Project Federal Funding

Federal Funds Requested: \$

Phase(s):

Match: \$

Source(s):

Total Project Cost: \$

Lead Agency: _____ Project Title: _____

B. FINANCIAL INFORMATION

3. Schedule for Obligating Funds (enter month and year):

Preliminary Engineering: _____

Right-of-Way: _____

Construction: _____

4. Local Funding Share Detail:

	CMAQ Funds	Local Match	Total Cost
PE	\$	\$	\$
RW	\$	\$	\$
CON	\$	\$	\$
Total	\$	\$	\$

C. ENVIRONMENTAL/SCHEDULE INFORMATION

5. Federal environmental clearance category (CE, EA, or EIS): _____

6. Federal environmental process completion date: _____

7. Project Schedule:

	PE	RW	CON
Start Date:			
End Date:			

8. Final Completion Date: _____

Lead Agency: _____ Project Title: _____

D. PROJECT SCREENING INFORMATION

9. Is the project one of the following? (check all that apply)

- ☐ Alternative Fuel Transit
- ☐ Other Transit Project
- ☐ Transportation Control Measure
- ☐ Transportation Activity in an Approved State Implementation Plan
- ☐ Bike/Pedestrian Facility
- ☐ Management System
- ☐ Traffic Management/Congestion Relief Strategy
- ☐ Telecommuting Program
- ☐ Travel Demand Management
- ☐ Intermodal Freight
- ☐ Public-Private Initiatives
- ☐ Outreach Activity
- ☐ Fare/Fee Subsidy
- ☐ Other _____

10. Is the project consistent with the area's adopted general plan, the District Air Quality Management Plan, or the Short Range Transit Plan?

YES _____ NO _____

11. Who will have the responsibility for completing, operating, and maintaining the project? (If not applicant, please explain.)

E. PROJECT SCORING INFORMATION

Air Quality Improvement

12. Will the project improve air quality, and if so, how?

Lead Agency: _____ Project Title: _____

13. Project ADT (required for bike lane projects): _____

14. Annual VMT (required for transit vehicle purchases): _____

15. Average projected ridership (required for new transit or vanpool services):

Mobility

16. Will the project improve a road's level of service or speed? If yes:

Current LOS: _____

Project LOS with Project: _____

17. Will the project improve the level of service of a transit system?

18. Will the project improve the level of service of the bikeway/pedestrian system?

Multi-Modal/HOV Needs

19. Will the project improve the coordination among different modes of travel? Please

explain:

Lead Agency: _____ Project Title: _____

Priority Project

20. Is this project the top priority project in either the transit or non-transit category for the applicant? Only one project from each applicant can be a top priority in each category.

YES _____ NO _____

Project Readiness

21. Check all that apply to the project:

Non-Transit Projects

Transit Projects

- | | |
|---|---|
| ☐ Approved in a prior VCTC call for projects | ☐ Eligible for federal Categorical Exclusion |
| ☐ Approved Environmental Clearance | ☐ Has FTA environmental approval |
| ☐ Completed PS&E | |

Safety and Security

22. Does this project increase safety and security for pedestrians, bicyclists, drivers, or transit riders? Please explain.

Lead Agency: _____ Project Title: _____

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.