



DATE: SEPTEMBER 21, 2017

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: APPROVE PRIORITY RANKING FOR COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS

RECOMMENDATION:

- Recommend the Commission program \$7,639,749 CMAQ funds and \$1,222,251 in TDA Article 3 Bicycle & Pedestrian funds (for a total of \$8,862,000) to the non-transit projects prioritized “above the line” in Attachment B.
- Recommend the Commission approve for the Shelf List the \$114,572 unfunded balance of the Sespe Avenue project, followed by the three projects shown between the lines in Attachment B totaling \$3,240,197, should the funds become available in FY 2018/19 or before, with the stipulation that TTAC need not be consulted again for this project to be approved from the shelf list.
- Recommend the Commission approve the prior-year carryover and FY 2017/18 TDA Article 3 allocations of \$691,071 as shown in Attachment C.

BACKGROUND:

TTAC at its April 20, 2017 meeting approved the guidelines for the combined CMAQ/TDA Article 3 Bicycle & Pedestrian Call-for-Projects, and VCTC approved the guidelines on June 2nd. The guidelines provide for separate scoring of transit and non-transit (primarily bicycle and pedestrian) projects, with TRANSCOM to review the transit projects and TTAC the non-transit projects, based on the policy that each of the two categories receive half of the CMAQ funds.

When the guidelines were adopted, staff provided estimated funding amounts for each category, which took into account some projects that had been committed for “off-the-top” funding. The result was that there was estimated to be \$5,847,000 available in the Call for the non-transit category, and \$3,390,000 for the transit category. Staff has recently updated the funding amounts based on prior-year carryover and updated revenue estimates, with the result that the available amounts are significantly increased, to \$8,862,000 for non-transit and \$6,150,000 for transit, for a total of \$15,012,000.

As specified in the guidelines, project applications were due to VCTC on August 21st. VCTC received a total of 21 non-transit projects with a total funding request of \$33,496,829. These projects included 17 bicycle/pedestrian projects, three projects in the signal and traffic flow improvement category, and one clean transportation infrastructure project.

The initial scoring of projects was done by VCTC staff, with the exception of the Air Quality criterion which was scored by APCD staff. Since TTAC selected a subcommittee to review scores, that review took place on August 29th. The resulting scores are provided in Attachment A, and the list of projects sorted by score, with the funding cut off based on the currently available funds, is provided in Attachment B. All of the projects that were above the funding line were in the bicycle/pedestrian category.

The Wells Road Bus Stop Improvements project in Ventura, which primarily consists of pedestrian access improvements, was initially scored as a transit project but fell below the line for transit funding. Subsequent to the August 29th TTAC subcommittee meeting, this project was added to the list of non-transit projects and provided a score which was reviewed by the subcommittee via email, with the result that the project is above the funding cutoff for non-transit projects.

As specified in the criteria, the first step in the project evaluation was elimination of projects based on the eligibility as defined in the Guidelines and in the funding programs' requirements. Based on this review, two projects, both in Camarillo, were considered to be ineligible and therefore not scored. One of these projects, the Route 101 Auxiliary Lanes, was deemed ineligible for CMAQ after consultation with SCAG and Caltrans, due to the federal prohibition against using CMAQ funds to add mixed-traffic traffic lanes. The decision was that the proposed project, although defined by the applicant as auxiliary lanes, was too large in scope to be considered a mere traffic flow improvement and must be considered to be a mixed-flow lane addition, and thus not eligible for CMAQ.

Based on the available funds, the last project above the funding cutoff is the Sespe Avenue Bike Lanes in the unincorporated area, and will have an unfunded balance of \$114,572. In the event the County cannot fund the shortfall for this project, then the funds available for this project can be used by the top unfunded transit project, the Gold Coast Bus Rehabilitation project. However, Public Works Agency staff has indicated that the County will likely fund the shortfall to allow the Sespe Avenue project to move forward.

Based on a review of the projects submitted for the state's Active Transportation Program (ATP) Cycle 3 Augmentation, it appears that there will be \$1,743,000 in SB 1 ATP funds made available to Ventura County projects due to SB 1. Three of the projects expected to receive ATP are also included in the Attachment B list of recommended projects for CMAQ funding. However, the ATP funds for these projects will be required to cover project scopes that were included in the ATP applications but not in the CMAQ applications. Therefore, the ATP Cycle 3 Augmentation will not reduce the CMAQ required for the recommended projects. At the next TTAC meeting staff will provide more detail regarding the programming of Cycle 3 Augmentation ATP funds.

The project ranking also includes a shelf list cutoff which includes projects that were within 3 points of the funding cutoff. As in prior CMAQ programming actions, it is recommended that TTAC stipulate that shelf list projects can be approved in the approved sequence as funds become available, without returning to the Committee for additional action. Commission approval to move a project up from the shelf list would still be required but could be on the Consent Calendar of the agenda.

Attachment C provides the breakdown of proposed allocations for the TDA Article 3 Bicycle and Pedestrian program. As the Committee is aware, one change made in this new Call-for-Projects was to commit two-years' worth of TDA Article 3 funds through one Call, rather than have a Call-for-Projects each year. As a result, VCTC must decide which projects will go in the first year and which in the second, and then allocate the first year of the program with the second year fund being a VCTC commitment subject to funding availability. Based on the submitted schedules, all the Article 3 projects recommended for funding can start in the first program year. Staff therefore recommends that all of the projects be programmed in the first year, FY 17/18, with the exception of the Moorpark project, since that project is design only and requested an entire year's worth of TDA Article 3 project funds. By allocating all of the other Article 3 projects for this year, VCTC can ensure that these ready-to-go projects proceed to construction as fast as possible.

This item was reviewed by CTAC at its September 12th meeting and the staff recommendation was approved with the change to lower the Shelf List cutoff to 52, and that change has been made to the staff recommendation. CTAC also expressed its intent to establish a subcommittee to work with staff over the next two years on the project scoring criteria. When CTAC reviewed the item it did not include the addition of the Wells Road project but the Committee was informed that the project would likely be scored as a non-transit project and brought to TTAC.