



# California Transportation Commission

## 2020 Competitive Programs Kickoff Workshop

### Local Partnership Program Solutions for Congested Corridors Program Trade Corridor Enhancement Program

Tuesday, March 12, 2019

9:00 am – 3:00 pm

Los Angeles Metropolitan Transportation Authority  
One Gateway Plaza  
Plaza View Room, 4<sup>th</sup> Floor  
Los Angeles, CA 90012

Thursday, March 21, 2019

9:00 am – 3:00 pm

Caltrans Building  
1500 5<sup>th</sup> Street, Lassen Room  
Sacramento, CA 95814

*Teleconference #: (877) 411-9748*

*Participant Code: 5283660*

*Questions during the workshop may be submitted to the Commission at [ctc@catc.ca.gov](mailto:ctc@catc.ca.gov)*

#### **CALIFORNIA TRANSPORTATION COMMISSION STAFF CONTACT**

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Local Partnership Program - Christine Gordon, Assistant Deputy Director

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# Agenda

9:00 - 9:10	<b>Welcome</b>	<i>Robert Nelson, Deputy Director</i>
9:10 - 9:40	<b>Opening Remarks</b>	<i>Susan Bransen, Executive Director</i>
9:40 - 10:20	<b>Rollout Plan</b> <ul style="list-style-type: none"> <li>• Schedule</li> <li>• Format for Future Workshops</li> <li>• Key Focus Areas for each Program</li> </ul>	<i>Dawn Cheser, Associate Deputy Director</i>
10:20 - 10:35	<b>BREAK</b>	
10:35 - 11:00	<b>State Highway Project Proposals</b> <ul style="list-style-type: none"> <li>• Inform Asset Management</li> <li>• Supplemental Information</li> </ul>	<i>Matthew Yosgott, Associate Deputy Director</i> <i>Michael Johnson, State Asset Management Engineer, Caltrans</i>
11:00 - 11:45	<b>Metrics for Project Outcomes</b> <ul style="list-style-type: none"> <li>• Overview of Benefits Form</li> <li>• Discuss Metrics for Each Program</li> </ul>	<i>Dawn Cheser, Associate Deputy Director</i>
11:45 - 1:00	<b>LUNCH</b>	
1:00 - 2:00	<b>Metrics for Project Outcomes (Continued)</b> <ul style="list-style-type: none"> <li>• Overview of Benefits Form</li> <li>• Discuss Metrics for Each Program</li> </ul>	<i>Matthew Yosgott, Associate Deputy Director</i> <i>Christine Gordon, Assistant Deputy Director</i>
2:00 - 2:30	<b>Programming Cycle Options</b>	<i>Christine Gordon, Assistant Deputy Director</i>
2:30 - 3:00	<b>Action Items, Next Steps, and Closing</b>	<i>Robert Nelson, Deputy Director</i>

*\*Please note: The amount of time dedicated to each topic will depend on the level of comments and discussion. Additional topics may be added or carried over to future workshops.*

More information about the California Transportation Commission may be found at:  
<http://www.catc.ca.gov/>

Follow the CTC on Twitter [@California CTC](https://twitter.com/California_CTC)

## Estimated 2020 Competitive Programs Implementation Schedules

Program	Draft Guidelines	Adopted Guidelines	Applications Due	Staff Recommendations	Program Adoption
<b>Solutions for Congested Corridors (Cycle 2)</b>	August 2019	October 2019	January 2020	June 2020	June 2020
<b>Local Partnership Program (Competitive, Cycle 2)</b>	August 2019	October 2019	January 2020	June 2020	June 2020
<b>Trade Corridor Enhancement Program (Cycle 2)</b>	October 2019	January 2020	March 2020	June 2020	June 2020

Disclaimer: The schedule is subject to change through the program guidelines workshop process.

\* Approximate annual state funding.

\*\* Approximate annual federal funding.

## Measuring Condition Benefits

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### Performance Measure Description

Projects that improve the condition of major assets on the transportation system can be captured using the pre and post project change in condition. Assets to be reported include pavement lane miles, bridge area, culvert length and Transportation Management System (TMS) elements.

### How to Calculate

The four assets included in this measure have specific criteria to define the existing (pre-project) condition of the assets. The existing units and measures as shown in the table below:

Asset Class	Units	Condition Scale
Pavement	Lane Miles	Good, Fair or Poor
Bridges and Tunnels	Deck Area (sq ft.)	Good, Fair or Poor
Culverts	Linear Feet	Good, Fair or Poor
TMS Elements	EA	Good or Poor

The condition scales for pavement and bridges are defined by the Federal Highway Administration. Conditions for culverts and TMS elements on the State Highway System in California are defined by Caltrans. Information on the condition assessment of these assets can be found using the links shown below.

Post project conditions shall be estimated based on the treatments proposed in the project scope. The change in condition resulting from the project shall be documented in table similar to the following:

Asset Class	Units	Existing Condition			Post Project Condition			Change in Condition		
		Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor
Pavement	Lane Miles									
Bridges	Deck Area (SF)									
Culverts	Linear Feet									
TMS Items	Each									

### Data Sources

**Pavement** – HPMS Information can be found at the following link:

[https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms\\_field\\_manual\\_dec2016.pdf](https://www.fhwa.dot.gov/policyinformation/hpms/fieldmanual/hpms_field_manual_dec2016.pdf)

**Bridges** – National Bridge Inventory information can be found at the following link:

<https://www.fhwa.dot.gov/bridge/mtguide.pdf>

**Culverts** – Link to be determined. Culvert Inspection Program Field Manual.

**Transportation Management Systems** – Link to determined- TMS Service Life Schedule.

**Existing Asset Conditions** – Caltrans can provide existing condition of all of these assets on request.

## SB 1 - Caltrans Highway System Impact Checklist

### Form Overview

#### Required for Infrastructure Projects Implemented and Delivered by Local Agencies, with Impacts to Caltrans Highway System

This form is a **required** part of the SB 1 competitive programs (SCCP, TCEP, and LPP) project application for **all candidate projects to be delivered and implemented by local agencies impacting Caltrans highway system, adjacent to the Caltrans highway system, or have any potential impacts to the Caltrans highway system.** This includes, but is not limited to, impacts from Caltrans required easements, Caltrans required encroachment permits, RW acquisition or utility relocations. This form is intended to help the Implementing Agency and Caltrans to properly assess the project and the Caltrans process / procedures to be used. For SB 1 ATP competitive projects, use the ATP – Caltrans R/W Impact checklist form.

To complete the form, the **Implementing Agency is required to answer all questions in Part A**, below. The local agency should submit the form to the local Caltrans District Division of Project Management to complete Part B of this form.

Generally, most competitive projects having an impact on State Rights of Way will be a Project Delivery Oversight project and require the use of Cooperative Agreements to outline project responsibilities and funding. In some cases, where the project construction capital costs within State Right of Way is less than \$3 million and the projects is considered “Non-Complex”, it may be possible to process the project as a Local Assistance project and will require a Memorandum of Understanding to secure funding grants for programmed State and Federal funds.

Once completed, Caltrans returns this form to the Implementing Agency, so they may attach the form to their competitive program project application. A minimum of 2-weeks is required for Caltrans review. *(NOTE: If the agency submits an incomplete checklist and/or attachment, Caltrans will be required to return the package for correction and re-submittal. The 2-week process will restart once the agency makes the corrections and resubmits.)*

## SB 1 - Caltrans Highway System Impact Checklist

### Project Information

Project Title: \_\_\_\_\_

Proposed Project Improvements: \_\_\_\_\_

\_\_\_\_\_

Project Impact to State Highway System: \_\_\_\_\_

\_\_\_\_\_

### PART A – Implementing Agency Section

#### I. The following project information is to be completed by the Implementing Agency - prior to submittal of project applications:

*(This information must be consistent with the submittal attachments)*

- A. What is the total cost (*all project phases*) of the entire project? \_\_\_\_\_ dollars
- What is the total cost of the Construction Capital phase of the entire project? \_\_\_\_\_ dollars
- B. What % of the project (*by area*) is within Caltrans R/W? \_\_\_\_\_ whole number between 1 and 100
- C. What is the total cost (*all project phases*) of all the project elements within Caltrans R/W? \_\_\_\_\_ dollars
- D. What % of the project (*by total construction capital cost*) is within Caltrans R/W? \_\_\_\_\_ whole number between 1 and 100
- E. What is the anticipated environmental document for CEQA and NEPA? \_\_\_\_\_
- F. To the best of your knowledge, Check all of the following
  - Project is not in and will not discharge into an Environmentally Sensitive Area and is not expected to need an EIR/EIS
  - Project does not require FHWA coordination or approval
  - Project does not require R/W dedication from Caltrans
  - Project does not require Office of Structures approval (modifications to a Caltrans structure i.e. bridges, etc.)
  - Project does not require Design Exceptions to the mandatory design standards  
*(Ref: Highway Design Manual, Design Information Bulletin 78)*
  - Project does not require approval for Encroachment Exceptions  
*(Ref: Encroachment Permit Manual, Chapter 300)*

G. To the best of your knowledge, list all project features and/or project elements that are expected to add complexity to the delivery or construction of the proposed project:

- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**II. Implementing Agency must attach to this form and verify the following:**

- Project Location Map (Attachment C)
- Project Maps/Plans (Attachment D)
- Segregated Project Construction Capital Estimate (Attachment F)
  - The construction capital cost estimate must separate work located within State Rights of Way from work outside of State Rights of Way.
  - These documents must be consistent with (i.e. match) the project application.
  - These documents must identify the limits of work within the Caltrans R/W and their estimated costs.

**PART B – Caltrans Section**

**1. Review the scope of the proposed project. Does it appear consistent with Caltrans standards and/or likely to be approved for construction during the project approval process? \_\_\_\_\_ (Yes/No)**

*This Caltrans review does not imply approval of the project, but merely acknowledges that Caltrans District staff are aware of the proposed project and upon initial review the project appear to be acceptable/constructible.*

**2. Determine the expected Caltrans process that will be required:**

**Project Delivery Oversight – Cooperative Agreement**

Oversight Process Reviews are generally used for projects that are considered “Complex” and/or have a total construction cost within the State R/W is greater than \$3 Million.

**Local Assistance - Memorandum of Understanding for Funding Grants**

“Non-Complex” projects with a total construction cost within the State R/W is less than \$3 Million.

**Caltrans District Staff expects the appropriate level of Caltrans process to be:** *(Circle expected level)*

**Local Assistance // Project Delivery Oversight**

The District has made this estimation based all or partially on the following project features/elements and/or lack of detail:

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**3. Caltrans Responsible Reviewers:**

Caltrans concurrence is expected for all completed Caltrans Highway System Impact Checklists:

Division: Project Management    Reviewer: \_\_\_\_\_    Date: \_\_\_\_\_

Optional Comments:

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Provide the other District reviewers that participated in the completion of the Checklists, at minimum Environmental and Design:

Division: \_\_\_\_\_ Reviewer: \_\_\_\_\_ Date: \_\_\_\_\_

Optional Comments:

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Name: \_\_\_\_\_ Division/Office: \_\_\_\_\_ Phone \_\_\_\_\_ Date: \_\_\_\_\_

Optional Comments:

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- This Caltrans review does not imply approval of the project, but merely acknowledges that Caltrans District staff is aware of the proposed project, and that, upon initial review, the overall-project appears to be acceptable.

DRAFT



Local Partnership Program  
Benefits Forms

Project Information	
Project Title:	Date:
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency:	Agency Completing Form:
Contact Person: Phone:	Contact Person: Phone:
Email Address:	Email Address:

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
<b>Throughput</b>	Average Peak Period Vehicle Trips	Time			
	Average Daily Vehicle Trips (ADT)	Each			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Daily VMT per capita	Each			
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Passengers per Vehicle Revenue Hour	Hours			
	Passengers per Vehicle Revenue Mile	Miles			
	Passenger Mile per Train Mile (Intercity Rail)	Miles			
	Boardings per capita	Each			
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
<b>Safety</b>	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each			
	Fatal Collisions per VMT and per capita	Each			
	Injury Collisions per VMT and per capita	Each			
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
<b>Accessibility</b>	Percentage of population within 1/2 mile of a rail station or bus route.	Percent			
	Average travel time to jobs or school.	Time			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Economic Development</b>	Jobs created	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

Local Partnership Program  
Benefits Forms

<b>Air Quality and Greenhouse Gas Reductions</b>	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year			
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxide (NOx)	Tons per year			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<b>System Preservation</b>	Pavement lane miles	Miles			
	Condition of pavement - percentage	Percent			
	Condition of bridge - percentage	Percent			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Reliability</b>	Travel Time Variability (buffer index)	Time			
	Daily vehicle hours of delay per capita	Hours			
	Daily congested highway VMT per capita	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Mobility</b>	Passenger Hours of Delay / Year	Hours			
	Average Peak Period Travel Time	Time			
	Average Non-Peak Period Travel Time	Time			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

Solutions for Congested Corridors Program  
Benefits Forms

Project Information					
Project Title:					Date:
Project Identifier (EA, PPNO, etc):					
Contact Information					
Nominating Agency:			Agency Completing Form:		
Contact Person:		Phone:	Contact Person:		Phone:
Email Address:			Email Address:		
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
<b>Congestion/ Throughput</b>	Person throughput by mode	Each			
	Mode choices	Each			
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Safety</b>	Reduction in vehicle-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Accessibility</b>	Enhancements to the reliability of the system	Each			
	First/last mile improvements	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<b>Economic Development</b>	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

**Solutions for Congested Corridors Program  
Benefits Forms**

<b>Air Quality and Greenhouse Gas Reductions</b>	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year			
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxide (NOx)	Tons per year			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<b>Efficient Land Use</b>	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation				

**Trade Corridor Enhancement Program  
Benefits Form**

Project Information	
Project Title:	Date:
Project Identifier (EA, PPNO, etc):	

Contact Information			
Nominating Agency:		Agency Completing Form:	
Contact Person:	Phone:	Contact Person:	Phone:
Email Address:		Email Address:	

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
<b>Safety</b>	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<b>Velocity</b>	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<b>Throughput</b>	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.					

**Trade Corridor Enhancement Program  
Benefits Form**

<b>Reliability</b>	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<b>Congestion Reduction</b>	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.					
<b>Air Quality and Greenhouse Gas Reductions</b>	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year			
	Reduction in Volatile Organic Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxides (NOx)	Tons per year			
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
<b>Economic Development</b>	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

