2022 Local Partnership Program Guidelines Development Workshop

March 29, 2022

Welcome and Introductions

CHRISTINE GORDON

Associate Deputy Director | Local Partnership Program

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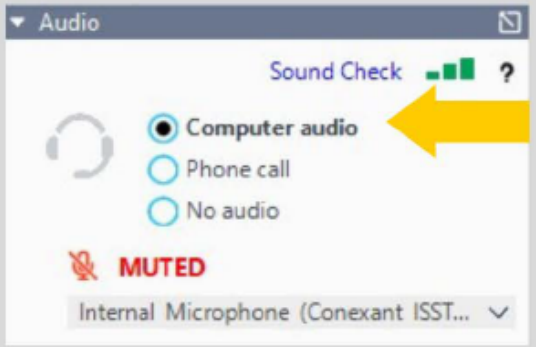

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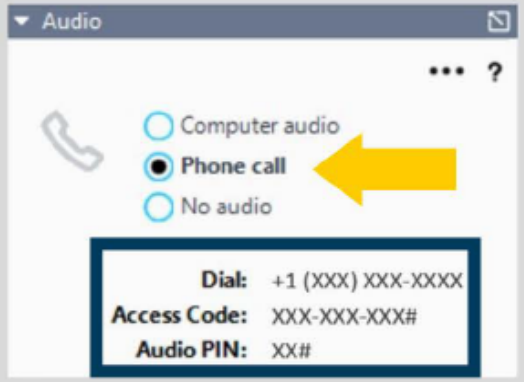

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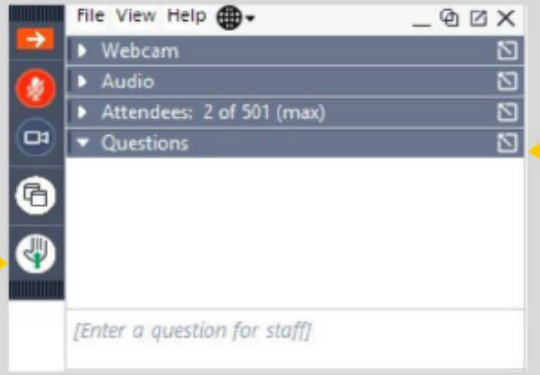

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Agenda Review

- February Workshop Recap
- Local Partnership Program Overview
- Performance Metrics Guidebook
- Discussion Focus: Formulaic Program
- Handouts:
  - 2020 Local Partnership Program Guidelines sections for discussion
  - 2022 Local Partnership Program - Discussion Document
  - 2022 Draft Formulaic Program and Competitive Program Guidelines
- Office Hour Sessions
- Closing and Next Steps

February Workshop Recap

CHRISTINE GORDON
Associate Deputy Director | Local Partnership Program

Summary of Attendees

- Total number of attendees
  - **53**
- 23% - State agencies
- 36% - Regional agencies
- 30% - Local agencies
- 0% - Community-based organizations
- 11% - Other interested stakeholders

Key Topics Discussed

- Formulaic Program – proposed revisions
  - Amendments (Section 10A)
- Competitive Program – proposed revisions
  - Evaluation Criteria (Section 12B)
    - Regional and Local Transportation, Land Use, and Housing Goals
      - Prohousing Designation Program

Comments Received at Workshop

Formulaic Program:

Amendments

- Consideration of scope changes after contract award to address project efficiencies and potential to increase benefits.
- Propose slight revision to clarify approval of scope changes to expand scope due to savings at contract award.

Comments Received at Workshop (cont.)

Competitive Program:

Evaluation Criteria

Prohousing Designation Program

- In support of proposed revisions, consider applying for prohousing designation program an option.

Discussions for Future Workshops

- Matching Requirement
- Project Nominations
- Performance Metrics Guidebook
- Formulaic Program
  - Project Cost Savings
- Competitive Program
  - Equity
  - Evaluation Criteria

Local Partnership Program Overview

CHRISTINE GORDON
Associate Deputy Director | Local Partnership Program

Authority & Purpose

- Senate Bill 1 (SB 1) created the Local Partnership Program
  - Continuously appropriates $200 million annually
- Program guidelines describe policy, standards and procedures.
  - Developed in cooperation with stakeholders
  - Modeled after Proposition 1B – State Local Partnership Program

Local Partnership Program Objectives

- Provide funding to counties, cities, districts, and regional transportation agencies:
  1.) that have voter-approved fees or taxes dedicated solely to transportation improvements; or
  2.) that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

The Program intent is to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

Program Distribution and Funding

Annual Distribution:

$200 million

↓

$20 million set aside for Formulaic Program Incentive Funding

↓

$180 million

↙ ↘

60% Formulaic Program

40% Competitive Program

Local Partnership Program Formulaic vs. Competitive

	Formulaic	Competitive
Funding	Formulaic funding distribution established for each taxing authority based on a combination of proportional tax, toll, or fee revenues and population.	Discretionary funding for project that excel through an evaluation process that promotes shovel-ready, cost-effective, and transformative projects.
Eligibility	Sought and received voter approval of taxes, tolls, or fees, dedicated solely to transportation improvements	• Agencies eligible for the Formulaic Program • Agencies that have imposed fees, including uniform developer fees, that are dedicated solely to transportation improvements.
Project Nominations	1.) Cover letter; 2.) fact sheet; 3.) general information; 4.) screening criteria; and 5). funding and deliverability	1.) Cover letter; 2.) fact sheet; 3.) general information; 4.) screening criteria; 5). evaluation criteria; 6). funding and deliverability; community impacts; and 7). advance transportation, land use, and housing goals.

Local Partnership Program Eligible Projects (GOV 8879.70(a)(b) and SHC 2032(a))

Capital improvement projects:

- Improvements to the state highway system
- Improvements to transit facilities
- Acquisition, retrofit, or rehabilitation of rolling stock, buses or other transit equipment
- Improvements to the local road system
- Improvements to bicycle or pedestrian safety or mobility
- Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air or water quality
- Soundwalls
- Road maintenance and rehabilitation
- Other transportation improvement projects

PERFORMANCE METRICS GUIDEBOOK

HANNAH WALTER
Associate Deputy Director | Trade Corridor Enhancement Program

Guidebook Development Process

- Workgroup process.
- 14 meetings over 7 months.
- About 45 experts from Caltrans and regional agencies.
- Subject matter experts reviewed metrics on a flow basis.
- A consultant helped put the work into one document.
- This guidebook is a working document that will continue to change, and hopefully improve, over time.

Guidebook Purpose

- A tool to help applicants calculate the required metrics.
- Provide additional consistency:
  - Whether information from year 1 or 20 of the project is required
  - Whether the requirement is for a daily or annual number
  - Where only the “change” should be reported
- It is up to the applicant to choose how to calculate each metric.

Evaluation Criteria & Performance Metrics

- The evaluation criteria are not the same thing as the performance metrics.
- Performance metrics can be considered as a subcategory of evaluation criteria.
- Applicants may be asked to quantify information that is not a performance metric.
- Performance metrics are measures that lend themselves easily to a general formula that applies to multiple project types.

Metrics Included

- VMT (SCCP/LPP/ATP)
- Person Hours of Travel Time Saved (SCCP/LPP/ATP)
- Change in Daily Vehicle Hours of Delay (TCEP)
- Change in Daily Truck Hours of Delay (TCEP)
- Change in Truck Volume (TCEP)
- Change in Rail Volume (TCEP)
- Peak Period Travel Time Reliability Index (SCCP/LPP)
- Truck Travel Time Reliability Index (TCEP)
- Air Quality (All)
- Cost Effectiveness - BCR (All)
- Velocity Freight (TCEP)
- Safety (fatalities & serious injuries) (All)
- Jobs Created (All)
- Transit schedule adherence (SCCP/LPP/ATP)

➢ The Commission plans to include Accessibility, Equity, Climate Change, and Public Health in the application form as qualitative requests for information.

Metrics

	Program				Project Type				
Metric	ATP	SCCP/ LPP	TCEP	All	Local Road	HWY Road	Transit	Rail	Port
Change in Daily Vehicle Miles Travelled	X	X			X	X	X		
Person Hours of Travel Time Saved		X			X	X	X		
Peak Period Travel Time Reliability Index		X				X			
Level of Transit Delay		X					X		
Change in Daily Vehicle Hours of Delay			X		X	X			
Change in Daily Truck Hours of Delay			X		X	X			X
Change in Truck Volume (# of Trucks)			X		X	X			X
Change in Rail Volume			X					X	
Truck Travel Time Reliability Index			X			X			
Velocity			X		X	X		X	X
Number of Fatalities and Number of Serious Injuries	X	X	X	X	X	X	X		X
Rates of Fatalities and Rate of Serious Injuries	X	X	X	X	X	X	X		X
Air Quality	X	X	X	X	X	X	X	X	X
Cost Effectiveness (Benefit Cost Ratio)	X	X	X	X	X	X	X	X	X
Jobs Created	X	X	X	X	X	X	X	X	X

General Guidance

Metric	Required For	Average Annual or Daily	Year 20 or Most Current Available	Performance Metrics Columns Required
Change in Daily Vehicle Miles Travelled	SCCP/LPP/ATP	Daily	Year 20	"No Build"/ "Build" /Change
Person Hours of Travel Time Saved	SCCP/LPP	Daily	Year 20	Change
Peak Period Travel Time Reliability Index	SCCP/LPP (highway only)	Average Daily	Most Current Data Available	"No Build"
Level of Transit Delay	SCCP/LPP (transit bus or rail only)	Average Daily	Most Current Available	"No Build"/ "Build"/ Change
Change in Daily Vehicle Hours of Delay	TCEP (Required for highways, roads, and ports, not required for rail, not for transit)	Average Annual	Year 20	"No Build"/ "Build"/ Change
Change in Daily Truck Hours of Delay – Cal B/C Sketch Model	TCEP (Required for highways, roads, and ports, not required for rail, not for transit)	Average Annual	Year 20	"No Build"/ "Build"/ Change
Change in Truck Volume (# of Trucks)	TCEP (Highway, road and port projects only)	Annual Average	Year 20	"No Build"/ "Build"/ Change

Metric	Required For	Average Annual or Daily	Year 20 or Most Current Available	Performance Metrics Columns Required
Change in Rail Volume	TCEP (Rail projects only)	Annual Average	Year 20	"No Build"/ "Build"/ Change
Truck Travel Time Reliability Index	TCEP (Highway projects only)	Average Daily	Most current available	"No Build"
Velocity	TCEP (Highway and road projects. Rail and port projects only if information is available)	Average Annual	Year 20	"No Build"/ "Build"/ "Change"
Number of Fatalities and Number of Serious Injuries	All Projects (except freight rail and sea port)	Average Annual	Most Current Available	"No Build"/ "Build"/ "Change"
Rate of Fatalities and Rate of Serious Injuries	All Projects (except freight rail and sea port)	Average Annual	Most Current Available	"No Build"/ "Build"/ "Change"
Air Quality	All Projects	Average Annual	Looks at average from year 1 through year 20	"Change"
Cost Effectiveness	All Projects	N/A	N/A	"Change"
Job Created	All Projects	N/A	N/A	"Build"

Required Back-Up Information

Metric Name:	*Example:* Daily Vehicle Hours of Delay
Source Data:	*List source(s) of information used in calculations* *Example:* Cal B/C Sketch model
Base Numbers & Calculation for "No Build" Estimate	
Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable." *Example:* • Travel Time tab cell C118: Year 20 No Build Average Volume: 2,070,981 • Travel Time tab cell I118: Year 20 No Build Average Travel Time: 0.01 • Speed limit travel time = 0.4 (impacted length) divided by 65 (speed limit) = 0.006 • 0.01 (No Build average travel time) minus 0.006 (speed limit average travel time) = 0.004 • 2,070,981 (No Build average volume) multiply by 0.004 = 8,284 • 8,284/ 365 (days) = 23	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable." *Example:* • Travel Time tab cell D118: Year 20 Build Average Volume: 2,080,000 • Travel Time tab cell J118: Year 20 Build Average Travel Time: 0.009 • Speed limit travel time = 0.4 (impacted length)/ 65 (speed limit) = 0.006 • 0.009 (No Build average travel time) - 0.006 (speed limit average travel time) = 0.003 • 2,080,000 (Build average volume) multiply by 0.003 = 6,240 • 6,240/ 365 (days) = 17	
Change	
Include the subtraction used to get to the change number here. *Example:*	

All Program Metrics

Metric	Generalized Formula	Source(s) in Guidebook
Air quality	change in tons of particulates	Cal B/C Sketch model
Benefit cost ratio	total benefits / total costs	Cal B/C Sketch model
Safety (except rail projects)	fatalities & serious injuries over 5 years / 5 and # / VMT / 5 * 1 million	Cal B/C Sketch model Caltrans collision data Caltrans safety guidance CHP SWITRS data
Jobs created	.000013 * total project cost	Federal formula

Caltrans Economics Branch Cal B/C Sketch Model

- Many of the methodologies are based on the California Benefit-Cost Model (Cal B/C Model), the “Sketch” version.
- It is our understanding that there is general familiarity with this document, which is one of the reasons it is suggested.
- The guidebook includes instructions about how to fill out the inputs needed for the Cal B/C model.
- After the inputs are put in, the model automatically calculates much of the information needed for the metrics.
- Although applicants are responsible to fill this out based on their projects, Caltrans staff are available to answer questions if needed when you’re working on filling this out.

Examples Only

NOTE: THE FOLLOWING EXAMPLES ARE NOT THE STEP-BY-STEP CALCULATIONS FROM THE GUIDELINES.

- It would take too much time to walk through all the steps for each calculation, therefore, some of the steps are included to provide a general understanding of the calculation and how the guidebook works. For the complete calculation, please see the guidelines.

Air Quality - Cal B/C "Emissions Reduction" Tab

	TOTAL VMT (veh-miles/yr)		RUNNING EMISSIONS ($/yr)		STARTING EMISSIONS ($/yr)			
	No Build	Build	No Build	Build	No Build	Build	Constant Dollars	Present Value
0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

	TONS EMISSIONS SAVED (tons/yr)							DOLLARS EMISSIONS SAVED (PV $/yr)					
	CO	CO_2	NO_x	PM_{10}	SO_x	VOC	$PM_{2.5}$	CO	CO_2	NO_x	PM_{10}	SO_x	VOC
0	0	0	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
0	0	0	0	0	0	0	0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Emissions reductions are calculated in the "Emissions Reduction" tab.

	A	B	C	D	E	F	G	H	I	J	K	L	M
33		Project Open											
34		1	$0	$0	$0	#N/A							
35		2	$0	$0	$0	#N/A							
36		3	$0	$0	$0	#N/A							
37		4	$0	$0	$0	#N/A							
38		5	$0	$0	$0	#N/A							
39		6	$0	$0	$0	#N/A							
40		7	$0	$0	$0	#N/A							
41		8	$0	$0	$0	#N/A							
42		9	$0	$0	$0	#N/A							
43		10	$0	$0	$0	#N/A							
44		11	$0	$0	$0	#N/A							
45		12	$0	$0	$0	#N/A							
46		13	$0	$0	$0	#N/A							
47		14	$0	$0	$0	#N/A							
48		15	$0	$0	$0	#N/A							
49		16	$0	$0	$0	#N/A							
50		17	$0	$0	$0	#N/A							
51		18	$0	$0	$0	#N/A							
52		19	$0	$0	$0	#N/A							
53		20	$0	$0	$0	#N/A							
54													
55		Total	$0	$0	$0	#N/A	$0	$0	$0	$0	$0	$0	$0
56													
57			0	Person-Hours of Time Saved				Person-Hours of Time Saved				Person-Hours of Time Saved	
58													
59			tons	$ PV			tons	$ PV			tons	$ PV	
60			0	#N/A	CO Saved				CO Saved				CO Saved
61			0	#N/A	CO_2 Saved				CO_2 Saved				CO_2 Saved
62			0	#N/A	NO_x Saved				NO_x Saved				NO_x Saved
63			0	#N/A	PM_{10} Saved				PM_{10} Saved				PM_{10} Saved
64			0		$PM_{2.5}$ Saved				$PM_{2.5}$ Saved				$PM_{2.5}$ Saved
65			0	#N/A	SO_x Saved				SO_x Saved				SO_x Saved
66			0	#N/A	VOC Saved				VOC Saved				VOC Saved

Air Quality - Cal B/C "Results" Tab

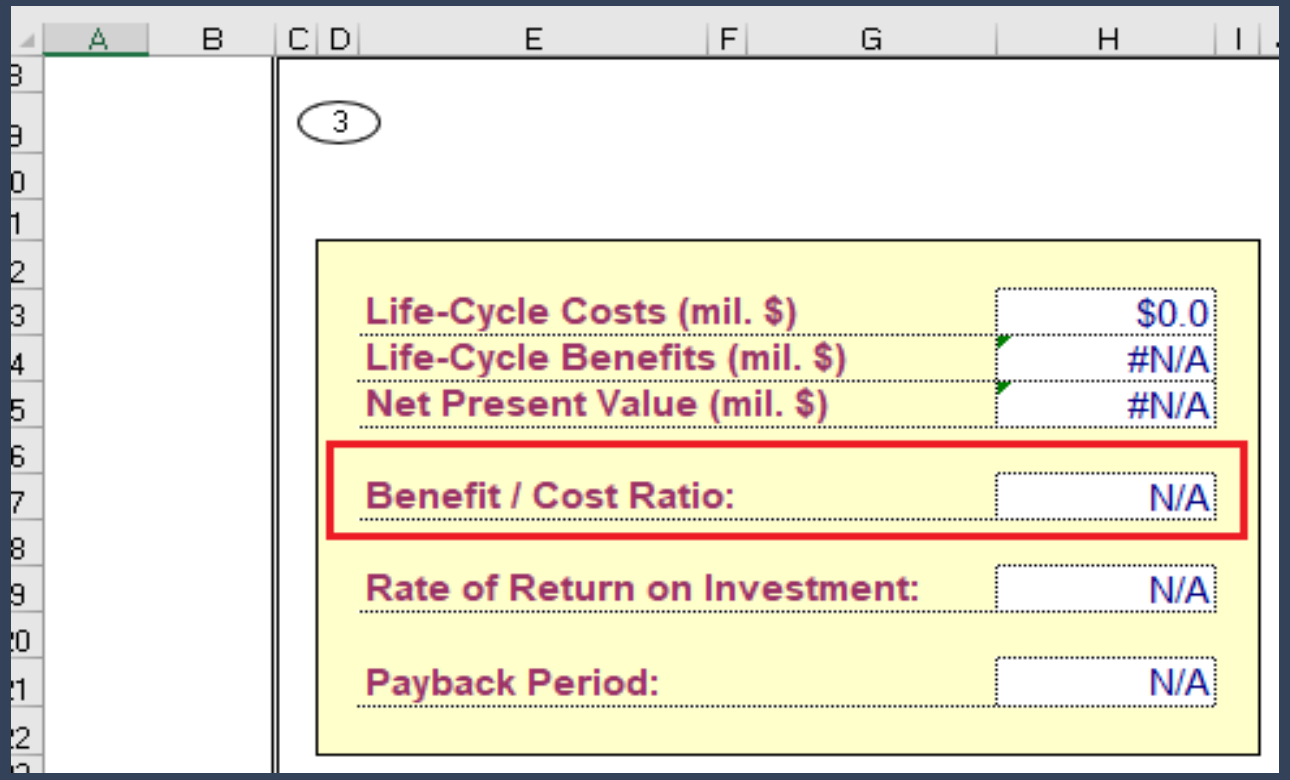
Emissions reductions results are summarized in the "Results" tab.

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$0.0	$0.0	$0.0	$0.0
Veh. Op. Cost Savings	$0.0	$0.0	$0.0	$0.0
Accident Cost Savings	$0.0	$0.0	$0.0	$0.0
Emission Cost Savings	#N/A	#N/A	#N/A	#N/A
TOTAL BENEFITS	#N/A	#N/A	#N/A	#N/A
Person-Hours of Time Saved			0	0

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	0	0	#N/A	#N/A
CO_2 Emissions Saved	0	0	#N/A	#N/A
NO_X Emissions Saved	0	0	#N/A	#N/A
$PM_{2.5}$ Emissions Saved	0	0	#N/A	#N/A
SO_X Emissions Saved	0	0	#N/A	#N/A
VOC Emissions Saved	0	0	#N/A	#N/A

Benefit Cost Ratio

- Total Benefits/Total Costs
- Cal B/C model captures the total user benefits in constant dollars for travel time savings, vehicle operating cost savings, accident reductions, and vehicle emission reductions.
- If you want to add more benefits, you will need to provide a separate calculation.



Safety - Number of Fatalities and Serious Injuries

- For Caltrans projects on the State Highway System, applicants may request a copy of the "Crash Data on State Highway System Request Form."
- Local projects on the SHS should submit a PRA for this information.

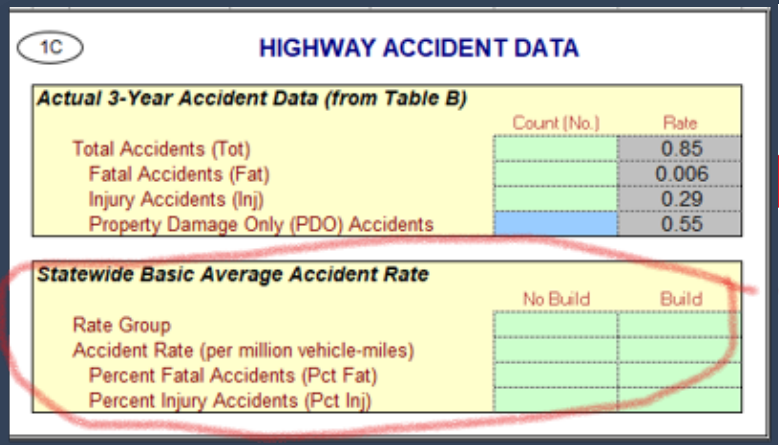
$$\text{Number of Fatalities} = \frac{\text{Fatalities (Year 1)} + \text{Fatalities (Year 2)} + \text{Fatalities (Year 3)} + \text{Fatalities (Year 4)} + \text{Fatalities (Year 5)}}{5}$$

$$\text{Number of Serious Injuries} = \frac{\text{Serious Injuries (Year 1)} + \text{Serious Injuries (Year 2)} + \text{Serious Injuries (Year 3)} + \text{Serious Injuries (Year 4)} + \text{Serious Injuries (Year 5)}}{5}$$

- For projects on local streets and roads, applicants should use the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database.

Safety - Rate of Fatalities and Serious Injuries

- Find the accident and fatality rate for the “no build” scenario.
- You must find the rate group in Caltrans’ 2018 Traffic Collision Data document (link is in guidebook). Information goes into project information tab.



1C **HIGHWAY ACCIDENT DATA**

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)		0.85
Fatal Accidents (Fat)		0.006
Injury Accidents (Inj)		0.29
Property Damage Only (PDO) Accidents		0.55

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents (Pct Fat)		
Percent Injury Accidents (Pct Inj)		

10/6/2020

BASIC AVERAGE CRASH RATE TABLE FOR HIGHWAYS

RATE GROUP	BASE RATE	+ ADT FACTOR	PCT FAT	PCT INJ	PCT F+I	HIGHWAY TYPE	TERRAIN OR ADT	DESIGN SPEED	AREA	CRASH COSTS ($1,000) F+I	CRASH COSTS ($1,000) ALL
H 01	0.78	0.29900 /	2.5	40.2	42.7	CONVENTIONAL 2 LANES OR LESS	FLAT	<=55	RURAL	806.8	349.4
H 02	0.70	0.00000	3.2	38.9	42.1	CONVENTIONAL 2 LANES OR LESS	FLAT	>55	RURAL	1001.4	426.6
H 03	1.14	0.72800 /	2.6	44.3	46.9	CONVENTIONAL 2 LANES OR LESS	ROLL	<=55	RURAL	772.1	366.7
H 04	0.65	0.47100 /	3.5	41.5	45.0	CONVENTIONAL 2 LANES OR LESS	ROLL	>55	RURAL	1021.1	464.2
H 05	1.57	0.42100 /	2.6	47.0	49.6	CONVENTIONAL 2 LANES OR LESS	MTN	<=55	RURAL	738.5	370.6
H 06	0.91	0.47600 /	2.8	42.3	45.1	CONVENTIONAL 2 LANES OR LESS	MTN	>55	RURAL	846.2	386.3
H 07	1.60	0.00000	1.0	38.3	39.3	CONVENTIONAL 2 LANES OR LESS		<45	SUBURBAN	417.1	170.6
H 08	1.32	0.00000	1.7	44.3	46.0	CONVENTIONAL 2 LANES OR LESS		45-55	SUBURBAN	538.5	253.7

Safety - Rate of Fatalities and Serious Injuries

- For the "build" scenario, you can estimate the impact that your project's safety features will have on the rates.
- You can use Caltrans reduction factor information or other information to estimate rate reductions.

Collision Reduction Factors for Highway Safety Projects *(from the 2017 State Highway Safety Improvement Program Guidelines)*

Type of Improvement	Average Collision Reduction	Years (Life)	Minimum Collision Experience
New Signals	Up to 20%	15	5 or more last year
Modified Signals	Up to 20% (1)	15	5 or more last year
Flashing Beacons	Up to 20%	10	

Left-Turn Channelization:

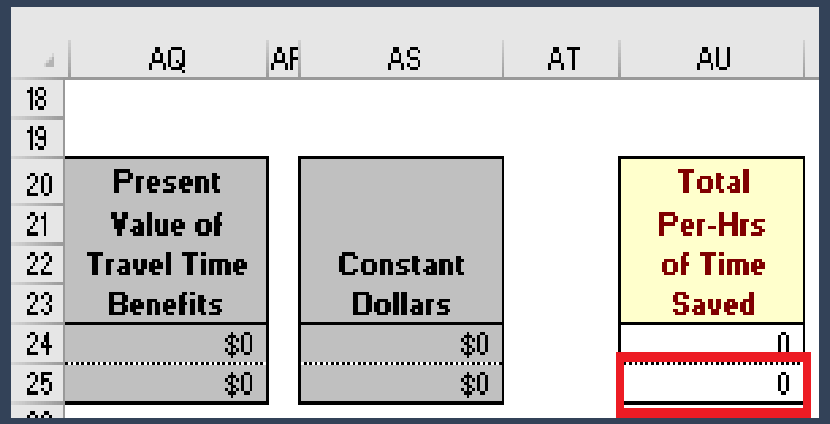
Type of Improvement	Average Collision Reduction	Years (Life)	Minimum Collision Experience
Signalization w/o LT Phase	Up to 15% (2)	20/10*	4 or more last 3 years
Signalization with LT Phase	Up to 35% (2)	20/10*	4 or more last 3 years
Non-signalized Intersection	Up to 35% (2)	20/10*	4 or more last 3 years
Two-Way Left-Turn Lanes	Up to 25% (2)	20/10*	4 or more last 3 years
Enhanced Lighting	Up to 15% (3)	15	4 or more night collisions last 3 years
Curve Improvement	Up to 50% (2)	20	4 or more last 3 years
Rumble Strip	Up to 50% (4)	10	4 or more last 3 years, Base Rate of 0.01
Super Elevation Improvement	Up to 50% (4)	20/10*	4 or more last 3 years, Base Rate of 0.01
Truck Escape Ramp	Up to 75% (5)	20	4 or more last 3 years, Base Rate of 0.01

SCCP / LPP Metrics

Metric	Generalized Formula	Source(s) in Guidebook
Person Hours of Travel Time Saved	Average Annual Person Trips X Average Annual Travel Time (in hours)	Cal B/C Sketch Model
Travel Time Reliability	95th percentile TT / 50th Percentile TT	State reliability data/Excel spreadsheet
Level of Transit Delay		
Change in Daily Vehicle Miles Travelled	(Vehicle Volume X Project Length)/ 365 If using AADT – use weighted average	• Cal B/C Sketch Model • Caltrans Highway Operations Average Annual Daily Traffic reports • Regional Travel Demand Model • NCST Calculator

Person Hours of Travel Time Saved

- The Cal B/C Sketch model “Travel Time” tab automatically calculates “Person Hours of Travel Time Saved.”
- The “Travel Time” tab calculates estimated annual person trip decreases and average travel time decreases. It also calculates mode shifts and new travel for transit projects. It converts these reductions into monetary savings using cost savings percents.



	AQ	AR	AS	AT	AU
18					
19					
20	Present Value of Travel Time Benefits		Constant Dollars		Total Per-Hrs of Time Saved
21					
22					
23					
24	$0		$0		0
25	$0		$0		0

Travel Time Reliability

- Use the crosswalk provided in the guidebook to find the max Travel Time Reliability for the “no build” scenario.

Example: 6 to 10 am $\frac{80^{th}\text{ percentile } 150.0}{50^{th}\text{ percentile } 101.0}$ = 1.49 LOTTR

Tmc	TmcType	RoadNumber	RoadName	IsPrimary	FirstName	TmcLinea	Country	State	County
105-50588	P1		MYRTLE AVE	1	US-101/5th St	50587	UNITED STATES	CALIFORNIA	HUMBOLDT
105-50007	P1		4TH ST	1	College Ave	50006	UNITED STATES	CALIFORNIA	SONOMA
105-09857	P1		E BLANCO RD	1	Abbott St	749	UNITED STATES	CALIFORNIA	MONTEREY

LOTTR_AMP	LOTTR_MIDD	LOTTR_PMP	LOTTR_WE	pm_Route	pm_BegCounty	pm_BegPostmile
1.429999948	1.429999948	1.379999995	1.389999986			
1.190000057	1.190000057	1.24000001	1.159999967			
1.279999971	1.320000052	1.409999967	1.370000005			
1.429999948	1.159999967	1.159999967	1.179999948			
1.620000005	1.5	1.399999976	1.570000052			
1.539999962	1.379999995	1.929999948	1.309999943	005	LA	22.981

Level of Transit Delay - Using General Transit Feed Specification Realtime (GTFS-RT) Access List

- Go to GitHub.com. If there is a transit agency in the project area that is included on that list, then follow these steps.
- Go to an online map called “GEOJSON Map” and identify your project area, then save the map you create.
- Send Caltrans staff the transit agencies in the project area and your map file, and they’ll send you back the metric information.

```
161  big-blue-bus:
162    agency_name: Big Blue Bus
163    feeds:
164      - gtfs_schedule_url: http://gtfs.bigbluebus.com/current.zip
165        gtfs_rt_vehicle_positions_url: http://gtfs.bigbluebus.com/vehiclepositions.bin
166        gtfs_rt_service_alerts_url: http://gtfs.bigbluebus.com/alerts.bin
167        gtfs_rt_trip_updates_url: http://gtfs.bigbluebus.com/tripupdates.bin
```

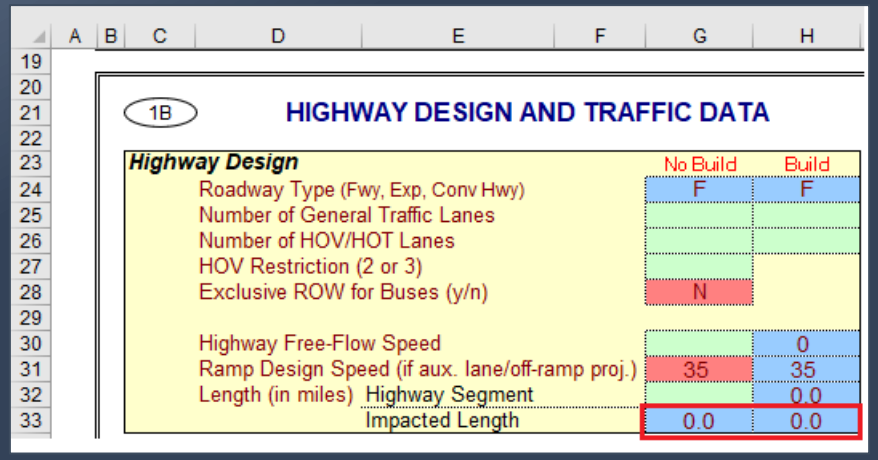
Change in Daily Vehicle Miles Traveled

The guidebook offers 4 methodologies to calculated VMT

- Using the Cal B/C model
- Using Average Annual Daily Traffic counts
- Following the example of a regional travel demand model
- Using the Caltrans SB 743 guidance (which includes a Caltrans approved travel demand model or the NCST calculator)

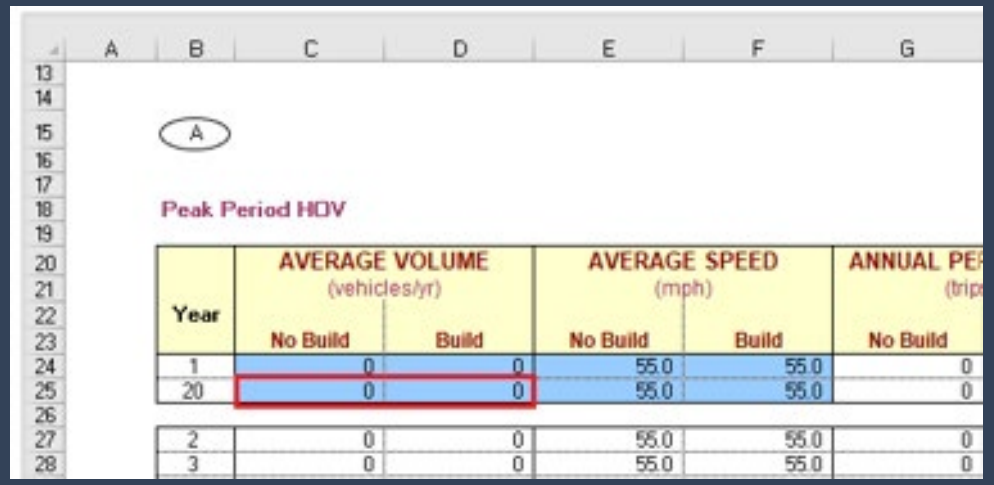
VMT - Cal B/C Model

- Use the volume and project length from the Cal B/C model.



1B **HIGHWAY DESIGN AND TRAFFIC DATA**

Highway Design	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	F	F
Number of General Traffic Lanes		
Number of HOV/HOT Lanes		
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed		0
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment		0.0
Impacted Length	0.0	0.0



A

Peak Period HOV

Year	AVERAGE VOLUME (vehicles/yr)		AVERAGE SPEED (mph)		ANNUAL PE (trip
	No Build	Build	No Build	Build	No Build
1	0	0	55.0	55.0	0
20	0	0	55.0	55.0	0
2	0	0	55.0	55.0	0
3	0	0	55.0	55.0	0

VMT - AADTT

- Use the Caltrans AADT reports online to find “no build” AADT and then estimate the “build” AADT.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
RTE	RTE_SFX	DIST	CNTY	POSTMILE_PFX	POSTMILE	POSTMILE_SFX	LEG	DESCRIPTION	VEHICLE_AADT_TOTAL	TRUCK_AADT_TOTAL	TRK_PERCENT_TOT	TRK_2_AXLE	TRK_3_AXLE	TRK_4_AXLE	TRK_5_AXLE	TRK_2_AXLE_PCT	TRK_3_AXLE_PCT	TRK_4_AXLE_PCT	TRK_5_AXLE_PCT
001		12	ORA	R	0.129		A	DANA POINT, JCT. RTE. 5	38250	2379	6.22	807	1,126	319	128	33.93	47.32	13.39	5.36
001		12	ORA	R	0.780		A	DANA POINT, DOHENY PARK ROAD	38900	1894	4.87	643	896	254	102	33.93	47.32	13.39	5.36
001		12	ORA		9.418		B	LAGUNA BEACH, JCT. RTE. 133 NORTH	38800	675	1.74	264	310	62	39	39.08	45.98	9.20	5.75
001		12	ORA		9.418		A	LAGUNA BEACH, JCT. RTE. 133 NORTH	38800	675	1.74	264	310	62	39	39.08	45.98	9.20	5.75
001		12	ORA		19.797		B	NEWPORT BEACH, JCT. RTE. 55, NEWPORT BOULEVARD	49600	565	1.14	435	78	26	26	76.92	13.85	4.62	4.62
001		12	ORA		19.797		A	NEWPORT BEACH, JCT. RTE. 55, NEWPORT BOULEVARD	49600	397	0.80	273	62	12	50	68.75	15.63	3.13	12.50
001		12	ORA		21.549		B	SANTA ANA RIVER BRIDGE	38800	272	0.70	187	43	9	34	68.75	15.63	3.13	12.50

VMT - Sacramento Area Council of Governments

If you have a travel demand model, follow the SACOG example in the guidebook.

- Relies on model runs with built in assumptions.
- Runs a base year model run using existing conditions.
- Selects projects most likely to be implemented and runs that as a “build” scenario.

CEQA / SB 743

- For the CEQA process, lead agencies have the discretion for how to calculate VMT.
- For projects on the State Highway System or where Caltrans is the lead agency, Caltrans requires projects to calculate induced VMT using:
  - A Caltrans approved travel demand model
  - The NCST calculator

NCST Calculator

Caltrans guidance specifies that the NCST Calculator cannot be used:

- In 14 of the MSA counties, the calculator cannot be used for class 1 facilities.
- There are 21 counties where the NCST calculator “does not apply”
- Most project types other than adding an HOV or GP lane.

Table 3. The 21 Rural Counties where the NCST Calculator does not Apply

Alpine	Inyo	Nevada
Amador	Lake	Plumas
Calaveras	Lassen	Sierra
Colusa	Mariposa	Siskiyou
Del Norte	Mendocino	Tehama
Glenn	Modoc	Trinity
Humboldt	Mono	Tuolumne

FORMULAIC PROGRAM

ANJA AULENBACHER
Assistant Deputy Director | Local Partnership Program

Amendments

2020 LPP Guidelines: Section 10A, page 14

Amend previously proposed language in the scope change subsection (amendment in yellow text):

- Scope changes to expand the scope due to savings at contract award must be submitted and approved by Commission staff prior to contract award (refer to Section XA. Project Cost Savings.

Project Cost Savings (Section 15A)

(Refer to the Discussion Document for proposed language)

Project Cost Savings

2020 LPP Guidelines: Section 15A, page 17

Refer to discussion document for proposed text. Proposed edits will clarify several items, including:

- Who reviews/approves the request to return cost savings.
  - The Commission will consider a cost savings request when Caltrans submits the request with a recommendation.
  - Nominating agency approval.
- When the returned cost savings are available for programming.
- Deadline for programming and allocating returned cost savings.
- Definition of “proportional”.
- Important details for Construction phase cost savings.
- Important details for pre-construction phases cost savings.

Questions and Comments

Project Nominations-Formulaic Program (Attachment 1, page 34)

(Refer to the Discussion Document for proposed language)

General Submission Instructions

- Initial deadline and the final deadline are listed.
  - Initial and Final deadline dates have an 11:59pm time-deadline.
- Submit electronically to LPP@catc.ca.gov
- Limit project nomination to 35 pages, not including the Appendices.
- Follow the lettering convention.

A. Cover Letter

- A cover letter must be submitted with the project nomination.
- The cover letter must be addressed to the California Transportation Commission's Executive Director.
- Clearly identify the nominating agency or agencies and implementing agency or agencies.
- Signature requirements

Fact Sheet

- A Fact Sheet will **not** be required for the Formulaic Program.

B. Screening Criteria

- Eligible Project: Explain (no more than one or two paragraphs) how the project is eligible based on the categories outlined in the guidelines, Section xA.
- Electronic Project Programming Request – (ePPR)
  - If the project is divided into more than one independent contract, a separate ePPR must be submitted for each contract.
- Required Performance Metrics outlined in the Appendix.

C. General Information

- Overview: Provide a brief, one to three paragraph, non-technical description of the project. If the project includes multiple project modes, each project mode must be described.
- Project Location: Provide a brief description of the project location(s) including city and county boundaries.
  - Map: A map (or maps) that clearly show the project location.
  - Photos: Photos (rendering or actual) of the project location.
- Scope: A relatively brief and concise (no more than 2 paragraphs) description of the project scope to be programmed with Formulaic Program funding.

C. General Information (continued)

- Nominating Agency/Implementing Agency Agreement (if applicable): Where the project is to be implemented by an agency other than the nominator, provide confirmation of the agreement between the project nominator and implementing agency.
- Reversible Lanes: A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

D. Project Delivery

You will be asked to provide information on the following:

- Delivery Method
- Contracts
- Schedule Risks

E. Project Funding

- Funding Plan: Provide the table below for all project phases.
  - Make sure required match is clear.
  - Include the total project cost (even if it is estimated).

Fund Source	Committed or Uncommitted	Fiscal Year of Allocation (LPP-F)	PA&ED	PS&E	Right of Way	Construction	Total
LPP-Formulaic Request							
Example Fund #1 (match)							
Example Fund #2							
Total							

F. Other

These should be provided if applicable:

- Interagency Cooperation: Projects on the state highway system must provide evidence of cooperation between the nominating agency and Caltrans. (see Appendix XX).
- Transfer of Formulaic Program Funds Between Taxing Authorities:
  - A letter must be included in the project nomination, addressed to the California Transportation Commission's Executive Director:
    - Clearly identify:
      - The taxing authority to which the funds are being transferred,
      - The project (title and scope) where funds will be programmed,
      - The implementing agency of the project, and
      - The amount of Formulaic Program funding being transferred.
    - Signature requirements.

Questions and Comments

Supplemental and Amendment Project Nominations – Formulaic Program

(New section.)

(Refer to the Discussion Document for proposed language)

General Submission Instructions

- No deadlines. Submit as needed.
- Submit electronically to LPP@catc.ca.gov
- Limit supplemental or amendment project nomination to 10 pages, not including the Appendices.
- Follow the lettering convention in the attachment.

A. Cover Letter

- A cover letter must be submitted with the project nomination.
- The cover letter must be addressed to the California Transportation Commission's Executive Director.
- Clearly identify the nominating agency or agencies and implementing agency or agencies.
- Clearly identify the existing programmed project and briefly describe the supplemental or amending funding request (one or two sentences.
- Signature requirements

B. Screening Criteria

Submit revised:

- Electronic Project Programming Request – (ePPR)
  - If the project is divided into more than one independent contract, a separate ePPR must be submitted for each contract.
  - If an ePPR was not part of the initial project nomination, one must be submitted for the project as part of this request.
- Performance Metrics outlined in required in initial project nomination.
  - If Performance Metrics were not part of the initial project nomination, they must be submitted for the project as part of this request.

C. General Information

- Overview: Provide the project title and implementing agency.
- Project status: Provide a brief description of the current status of the project.
- Funding Request: Provide a clear description of the supplemental and/or amendment funding request and the reason for the proposed request.

C. General Information (continued)

- Project Updates: Describe how the following differs from the original project nomination. If no changes are anticipated, provide notation in section.
  - Project scope.
  - Project location: Provide a brief description of the revised Project location(s) including city and county boundaries.
    - Revised Map (if applicable): A revised map (or maps) that clearly show the original and revised project location(s).
  - Project schedule.
  - Project benefits: Provide a comparison between the proposed benefits (outputs and outcomes) and those submitted in the initial project nomination, noting an increase, decrease, or no change.

C. General Information (continued)

Project Updates: (continued)

- Funding plan: Provide the table below with updates to the funding plan submitted in the original project nomination.

Fund Source	Committed or Uncommitted	Fiscal Year of Allocation (LPP-F)	PA&ED	PS&E	Right of Way	Construction	Total
Total							

Questions and Comments

OFFICE HOUR SESSIONS

KAYLA GIESE
Program Analyst | Local Partnership Program

Office Hour Sessions

- Timeslots remaining in April
- Private sessions to discuss potential project nominations with Commission staff
- Scheduled on a first-come, first-served basis
- Request can be submitted via the online registration form

Questions and Comments

Key Topics for Future Workshops

- Carryover Key Topics
  - Matching Requirements

- Competitive Program
  - Equity
  - Evaluation Criteria
  - Project Nomination – Competitive Program

Closing and Next Steps

- Discussion Recap
- Next Workshop Date:
  - **April 26, 2022**
  - Save the Date Announcement
  - Workshop Agenda

Questions or Comments

Email LPP@catc.ca.gov

For latest updates, visit the Commission's website at www.catc.ca.gov and follow the Commission on Twitter or Facebook.

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Thank You!