

## **CTFP Project O & P Call Frequently Asked Questions (FAQ) – September 2020**

**Question 1: Under the current CTFP guidelines, agencies are required to use "current" Average Daily Traffic (ADT) numbers that are within the last 12 months; if a local agency plans to project traffic to the year of opening (given the impacts on ADT due to COVID-19), will OCTA consider allowing the use of older (pre-COVID) traffic data?**

**Answer:** Current ADT data is requested for all applications. Acceptable ADT data should be from the 12 months preceding the application deadline date. A provision has been included in the current call and past rounds to accept counts as old as 36 months to accommodate scheduling and applicant resource issues. Escalation of current counts to opening year is permitted for Project O only. Furthermore, this only applies to projects proposed for FY22/23 and beyond. Impacts on current traffic volumes are unknown. The escalation process using older counts is not proposed or being considered at this time

**Question 2: Can applicants submit an application for projects that have not been adopted or approved as part of the Master Plan of Arterial Highways (MPAH)?**

**Answer:** OCTA welcomes and encourages agencies to submit applications. MPAH amendment considerations are unique and are dependent upon several factors—including appropriate approval dates. This question should be discussed individually with staff.

**Question 3: For the application submittal, how many hard copies are required?**

**Answer:** Three (3) unbound hardcopies of the application and any supporting documentation must be submitted to OCTA by the application deadline. In addition, we also ask that an electronic copy of the application (and supporting materials) be submitted on a USB, thumb drive, memory stick or via electronic file upload and/or email.

**Question 4: For applications that are recommended for funding, please explain what the power point presentation will consist of and if OCTA has an example or template available?**

**Answer:** For each application that is recommended for funding, the agency shall submit a power point presentation summarizing pertinent project information for Technical Steering Committee (TSC) and Technical Advisory Committee (TAC) review and discussion purposes.

The presentation shall be no more than three (3) slides and should contain, at a minimum, a project description, project benefits, location map, and cost estimate. If needed, OCTA can provide a sample power point upon request.

**Question 5: Please explain the Caltrans participating role versus non-participating role as an agency? If Caltrans submits capital improvements, who is responsible for the 20% local match?**

**Answer:**

In order to count Caltrans as a participating agency for Project P applications(which would affect the points for this category), the lead agency should obtain a letter of support from Caltrans for the specific project and the supplemental application should confirm that a cooperative agreement has or will be signed for all Caltrans signals along the project corridor/route/grid. It is anticipated that each local agency will provide the 20% match for the Caltrans signals within their jurisdiction. However, any local agency can choose to provide the match for all, if desired. Currently, the cooperative agreement is only for signal synchronization support from Caltrans' staff. If Caltrans is requesting capital improvements for their signals, it would be up to the local agency to determine who is responsible for the 20% match and whether a separate agreement will be signed between the local agency and Caltrans for this additional effort.

**Question 6: Can the Caltrans cost of \$2,500 per signal be used as part of the local agency 20% match?**

**Answer:**

Yes, the Caltrans' cost of \$2,500 per signal can be used as part of the local agency's match for Project P. If the local agency is planning to sign a cooperative agreement with Caltrans and pay the full \$2,500 to Caltrans directly, proof of payment can be submitted as part of the City's overall 20% match. Thus, in Table II of the Supplemental Application, the Caltrans location shall:

- specify the appropriate "Implementation Agency" (Column B),
- \$2,500 for Caltrans' staff time, full \$2,500 in the "In-Kind" column, and
- an explanation under "NOTES" column.

**Question 7: If a local agency pays for the Caltrans signal match (\$500 = \$2,500 x 20%), then the local agency will pay more than 20%. Is that correct?**

**Answer:** The local agency will pay 20% for its own signals plus the \$500 for Caltrans' signal within its jurisdiction. The 20% match is calculated based on the total local agency share of the overall project, which includes 80% M2 funds and 20% local agency match (cash/in-kind). If there are Caltrans' signals within a local agency's jurisdiction, the local agency will also be providing the 20% match for the timing efforts (retiming, before/after, Caltrans coop, etc.) for these Caltrans' signals.

**Question 8: For Project O, please clarify the match funding discounts that can lower the minimum match from 50% to 25% for local match?**

**Answer:** There are a total of three match funding discounts for Project O, which may allow for eligible local agencies to lower their minimum local match. The following three match funding discounts are:

- Five percent (5%) discount for applicants' commitment to not use M2 Net Revenues (including M2 Local Fairshare);
- Ten percent (10%) discount if the applicant's Local Signal Synchronization Plan (LSSP) is in conformance with the Traffic Signal Synchronization Master Plan; and
- Ten percent (10%) discount for meeting specific Pavement Management Plan (PMP) Criteria along with supporting documentation indicating either the Pavement Condition Index (PCI) improvement or PCI scale must be provided. The applicable criteria for this discount can be either one of the two:
  - Show measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the MPAH or local street categories; or
  - Road pavement conditions during the previous reporting period within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in "good condition."