



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
City of Camarillo
Administrative Conference Room
601 Carmen Road, Camarillo, CA
Thursday, April 20, 2017
9:00 a.m.

AGENDA

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3 PUBLIC COMMENTS:** Any member of the public may address the Committee for up to two minutes on any subject within the jurisdiction of the Committee that is not scheduled for a public discussion before the Committee.
- ITEM 4 AGENDA ADJUSTMENTS**
- ITEM 5 APPROVAL OF MINUTES**
- ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATES**
- ITEM 7 SENATE BILL 1 (BEALL AND FRAZIER) | TRANSPORTATION FUNDING**
- ITEM 8 STATUS OF CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM / SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS**
- ITEM 9 TDA ARTICLE 3 BICYCLE & PEDESTRIAN / CMAQ CALL FOR PROJECTS**
- ITEM 10 CAMARILLO CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING**
- ITEM 11 COUNTYWIDE TRANSPORTATION MODEL (VCTM) UPDATE**
- ITEM 12 FUTURE AGENDA ITEMS**
- TTAC & TRANSCOM Joint Meeting to Discuss Funding Priorities (July)
 - Caltrans' Route 118 project status
 - City of Thousand Oaks' Undergrounding Project
 - City of Ventura's California Street Off Ramp Relocation Project
 - Congestion Management Program – New VMT Standard
 - County of Ventura's 3-in-1 Santa Clara project
 - Highway 101/State Route 23 Interchange Improvement Project

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 111. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

- Issues or Topics for Caltrans Quarterly Meetings
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning

ITEM 13 ADJOURNMENT

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VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
City of Camarillo
Administrative Conference Room
601 Carmen Road, Camarillo, CA
Thursday, February 16, 2017
9:00 a.m.

MEETING MINUTES

ITEM 1 CALL TO ORDER

Chair Finley called the meeting together at 9:00 a.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Dave Fleisch announced an opening at the County of Ventura for a Traffic Engineer.

ITEM 3 PUBLIC COMMENTS

None.

ITEM 4 AGENDA ADJUSTMENTS

Item 5 will be taken once a quorum is present.

ITEM 5 APPROVAL OF MINUTES

ACTION

Mericle moved, seconded by Fleisch, and passed 8/0 that the Committee approve the minutes of the January 19, 2016 meeting.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATES

Mr. Wong said that Caltrans' draft policies on local agency responsibilities related to NEPA will be available in May or June. He said that the work group will meet in April. Mr. Wong said that Steve Novotny is the acting Deputy Director and Vin Kumar is the acting District 7 contact.

ITEM 7 BICYCLE WAYFINDING STUDY PRESENTATION

Steve DeGeorge, VCTC, said that the Bicycle Wayfinding Study is a regional plan that identifies where people are riding bicycles and will be presented to the Commission in March for adoption.

Ms. Duchon, ALTA Planning & Design, presented the Bicycle Wayfinding Study including 1) bicycle route selection and prioritization criteria, 2) sign design, and 3) sign implementation.

Daniel Kim arrived at 9:19 a.m.

Ms. Duchon said that evaluation criteria included 1) route priority and safety, 2) rider comfort and skill level, and 3) new bikeway potential and ease of implementation. She shared the sign design survey results and concept design options. Ms. Duchon said that she will be presenting the study

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to the Commission in March and a draft placement plan will be provided to the Committee in late March before it is finalized in April.

Discussion

The Committee discussed the various sign designs, prices, and consistency with adjacent counties. They discussed the proposed sign locations and funding for sign manufacturing and installation. The topic of smart phone apps versus signage was discussed.

ACTION

Fleish moved, seconded by Mericle, and passed 8/0 that the Committee recommend to the Commission sign option 2A, the routes as presented, and proposed prioritization of intersections.

ITEM 8 FUTURE AGENDA ITEMS

- Update on existing CMAQ Projects (March)
- Traffic Model Update (March)
- TTAC & TRANSCOM Joint Meeting to Discuss Funding Priorities (April)

ACTION

Matsuoka moved, seconded by Panah, and passed 8/0 to create a subcommittee composed of Tom Mericle (City of Ventura), Dave Fleisch (County of Ventura), and Ben Cacatian (Ventura County Air Quality Control Board) to discuss funding priorities and guidelines.

- Issues or Topics for Caltrans Quarterly Meetings
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Congestion Management Program – New VMT Standard
- City of Thousand Oaks' Undergrounding Project
- County of Ventura's 3-in-1 Santa Clara Project
- Caltrans' Route 118 Project Status
- City of Ventura's California Street Off Ramp Relocation Project
- Highway 101/State Route 23 Interchange Improvement Project

ITEM 9 ADJOURNMENT

Chair Finley adjourned the meeting at 10:20 a.m.

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DATE: APRIL 20, 2017

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: SB 1 (BEALL AND FRAZIER) – TRANSPORTATION FUNDING

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Over two years ago Governor Brown noted the need for increased spending on infrastructure, particularly highway rehabilitation, and called on the Legislature to pass a comprehensive transportation funding package. These efforts were renewed at the beginning of this year. On March 29th the Governor and Legislative leaders announced an agreement for a package worth \$5.2 billion per year. SB 1 (Beall) was amended to contain the provisions of the agreed-upon package, and the bill was approved on April 6th by the required two-thirds vote of both houses of the Legislature. Staff is still gathering information on the bill. Attached is the Governor's press release of the agreement, which provides a summary.

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Office of Governor

Edmund G. Brown Jr.



FOR IMMEDIATE RELEASE:

Wednesday, March 29, 2017

Contact: Governor's Press Office

(916) 445-4571

Governor Brown, Senate President pro Tempore and Assembly Speaker Announce Landmark Road Repair and Transportation Investment Package

SACRAMENTO – Governor Edmund G. Brown Jr., Senate President pro Tempore Kevin de León and Assembly Speaker Anthony Rendon today joined labor, business and local leaders to announce a landmark transportation investment to fix our roads, freeways and bridges in communities across California and put more dollars toward transit and safety. The \$5 billion-a-year program will cost most drivers less than \$10 a month and comes with strict new accountability provisions to ensure funds can only be spent on transportation.

“California has a massive backlog of broken infrastructure that has been neglected far too long,” said Governor Brown. “Fixing the roads will not get cheaper by waiting – or ignoring the problem. This is a smart plan that will improve the quality of life in California.”

“We can’t afford to keep kicking the can down the road. Californians are tired of the constant traffic jams and crumbling roads, and they expect us to find solutions,” said Senate President pro Tempore de León. “These critical investments will keep our state moving and economy growing. I look forward to getting this deal through the Legislature and onto the Governor’s desk next week.”

“We have a solution before us and we have a choice before us,” said Assembly Speaker Rendon. “We can choose to do nothing, and see more deterioration, more time lost in traffic, and more damage to cars, or we can choose to advance this compromise solution that fixes California’s broken transportation system in a way where drivers will actually end up paying less for a better quality of life.”

California has not increased the gas tax in 23 years. Since then, California’s population has grown by eight million, with millions more cars and trucks on our roads. Californians also drive more than 350 billion miles a year– more than any other state – yet road and transit investments have not kept pace with this growth.

Each California driver spends approximately \$700 per year in [extra vehicle repairs](#) caused by rough roads. If California does not make investments to fix the roads now, it will cost eight times more to replace later.

The legislation, the Road Repair and Accountability Act of 2017, SB 1 (Beall), invests \$52.4 billion over the next decade – split equally between state and local investments:

Fix Local Streets and Transportation Infrastructure (50 percent):

- \$15 billion in “Fix-It-First” local road repairs, including fixing potholes
- \$7.5 billion to improve local public transportation
- \$2 billion to support local “self-help” communities that are making their own investments in

transportation improvements

- \$1 billion to improve infrastructure that promotes walking and bicycling
- \$825 million for the State Transportation Improvement Program local contribution
- \$250 million in local transportation planning grants.

Fix State Highways and Transportation Infrastructure (50 percent):

- \$15 billion in “Fix-it-First” highway repairs, including smoother pavement
- \$4 billion in bridge and culvert repairs
- \$3 billion to improve trade corridors
- \$2.5 billion to reduce congestion on major commute corridors
- \$1.4 billion in other transportation investments, including \$275 million for highway and intercity-transit improvements.

Ensure Taxpayer Dollars Are Spent Properly with Strong Accountability Measures:

- Constitutional amendment to prohibit spending the funds on anything but transportation
- Inspector General to ensure Caltrans and any entities receiving state transportation funds spend taxpayer dollars efficiently, effectively and in compliance with state and federal requirements
- Provision that empowers the California Transportation Commission to hold state and local government accountable for making the transportation improvements they commit to delivering
- Authorization for the California Transportation Commission to review and allocate Caltrans funding and staffing for highway maintenance to ensure those levels are reasonable and responsible
- Authorization for Caltrans to complete earlier mitigation of environmental impacts from construction, a policy that will reduce costs and delays while protecting natural resources.

Guided by the principles set forth by [President Ronald Reagan](#) when he increased the federal gas tax in 1982, this transportation investment package is funded by everyone who uses our roads and highways:

- \$7.3 billion by increasing diesel excise tax 20 cents
- \$3.5 billion by increasing diesel sales tax to 5.75 percent
- \$24.4 billion by increasing gasoline excise tax 12 cents
- \$16.3 billion from an annual transportation improvement fee based on a vehicle’s value
- \$200 million from an annual \$100 Zero Emission Vehicle fee commencing in 2020.
- \$706 million in General Fund loan repayments.

Leadership in both the Senate and the Assembly expect the measure to be voted on by Thursday, April 6, 2017.

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Governor Edmund G. Brown Jr.
State Capitol Building
Sacramento, CA 95814



DATE: APRIL 20, 2017

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATUS OF FEDERAL CONGESTION MITIGATION AIR QUALITY IMPROVEMENT (CMAQ) / SURFACE TRANSPORTATION BLOCK GRANT (STBP) PROJECTS

RECOMMENDATION:

- Review and update project schedules.

DISCUSSION:

Under federal law, Surface Transportation Block Grant (STBG)¹ Program and Congestion Mitigation Air Quality Improvement (CMAQ) Program funds apportioned to California lapse if they are not used within three years. California apportions CMAQ and part of the STBG program to counties with the apportioned portion of the STBG still referred to as Regional STP. AB 1012, which became law in October 1999, applies the three-year lapsing rule to CMAQ and STBG funds in each county. It is important for VCTC to have an accurate schedule of STBG and CMAQ projects to ensure that our county does not lose funds. VCTC also uses this project schedule to ensure that the Federal Transportation Improvement Program (FTIP) includes all of the projects which are ready-to-go. VCTC provides this information to Caltrans which uses it to manage the state's Obligation Authority (OA).

Attached is the schedule of upcoming CMAQ/STBG projects showing, in particular, the anticipated Federal Fiscal Year (FFY) 2016/17 schedule. This schedule was updated by TTAC this past October. Since there was no March TTAC meeting, staff emailed Committee members requesting updated information. Attached for the Committee's review are the resulting updated CMAQ and STP project schedule tables. Staff requests that agencies with CMAQ or STBG projects inform staff regarding whether the anticipated obligation dates for transit projects shown in FFY 2016/17 remain correct. It should be noted that the Federal Fiscal Year is defined as the period from October 1st to September 30th, and the obligation date is defined as the date that the federal government issues the authorization for a project phase to proceed.

¹ Formerly Surface Transportation Program (STP)

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CMAQ PROJECTS FY 2016-17

Beginning Balance

\$ 19,565,700

Amendment17-08 in progress to bring the

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Las Posas Road Bike Lanes	County	VEN150615	Apr-17	\$483,000	RFA submittal 4/17; construction 9/17	Currently in 2017 FTIP
Sheridan Way/Ventura River Bike Trail PE	S.B. Ventura	VEN110304	Apr-17	\$44,265		Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Hwy 126 Bike Path Gap Closure RW	S.B. Ventura	VEN031230	Apr-17	\$53,118	ROW offer made, design 75% complete.	Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Countywide Transit Marketing 17/18	VCTC	VEN54070	Jun-17	\$500,000		Currently in 2017 FTIP
Santa Ana Road Bike Lanes	County	VEN150617	Mar-17	\$910,000	RFA Submitted; construction to begin 9/17	Currently in 2017 FTIP
Transportation Center Improvements	Thousand Oaks	VEN120420	Jun-17	\$1,500,000	Preliminary Design, Con in 2018	Currently in 2017 FTIP
Bus Purchase	Thousand Oaks	VEN151102	Jun-17	\$1,500,000	Out to bid Spring 2017	Currently in 2017 FTIP
Five Expansion Buses	Gold Coast Transit	VEN151101	Jun-17	\$2,478,840		Currently in 2017 FTIP
Pleasant Valley Rd Bike Lanes PE	Camarillo	VEN160103	Jun-17	\$500,000		Amendment17-08 in process to bring the funding forward to 2017 years -- should be approved in late May
Camarillo Heights School Ped Improv	County	VEN150621	Sep-17	\$560,000	ROW underway; Construction to begin 03/18	Currently in 2017 FTIP
Total obligations in FY 16/17				\$8,529,223		
Remaining balance				\$11,036,477		
Potential Lapse				\$2,897,616		

FY 2014/15
FY 2015/16
FY 2016/17 (estimated)
TOTAL

\$2,897,616	Lapses October 1, 2017
\$8,295,290	Lapses October 1, 2018
\$8,372,794	Lapses October 1, 2019
<u>\$19,565,700</u>	

CMAQ FY 2017-18 and Beyond

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	Mar-17	\$102,975	Engineering (\$40K) in 17/18, Con in 18/19.	Currently in 2017 FTIP
Hwy 126 Bike Path Gap Closure CON	S.B. Ventura	VEN031230	Oct-16	\$743,652		Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Oxnard Boulevard Bicycle and Pedestrian Facilities PE	Oxnard	VEN150907		\$99,597	Request for authorization to proceed with preliminary engineering to be prepared by Nov. 2015. Proposal to on-call engineering consultant for design to be sent 12/2015. Converting to Con because PE is ATP funded.	Currently in 2017 FTIP
Bike facilities for NECSP	Oxnard	VEN130101		\$585,360	PE authorization rec'd 8/15/2014 for \$58,536. Contract for on-call engineering consultant for design sched for City Council approval 9/15/15 Env clearance rec'd from Caltrans 1/26/15	Currently in 2017 FTIP
C Street Bike Facilities	Oxnard	VEN130102		\$278,250	PE authorization rec'd 8/15/2014 for \$27,825. Negotiating with on-call engineering consultant for proposal for design. Env clearance rec'd from Caltrans 2/18/15	Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Ojai Ave / Maricopa Ped Impr (Pedestrian and Bike Safety Improvements)	Ojai	VEN150620 (VEN170113)		\$500,000	Project Combined with ATP Project under new FTIP Number VEN170113.	Currently in 2017 FTIP
Moorpark Rd Impr Con	Thousand Oaks	VEN150622		\$483,200		Currently in 2017 FTIP
Pedestrian Crossing Beacons	Oxnard	VEN150901		\$295,274	Revised scope of work approved by VCTC staff 9/14/15. Request for proposal for design sent to on-call engineering consultant 9/2015.	Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Oxnard Blvd Bike/Ped Facility	Oxnard	VEN150907		\$1,280,303	VCTC forgot to place this in the last TIP amendment. Request for proposal for on-call engineering design pending.	Currently in 2017 FTIP
Las Posas Road Bike Lanes	Camarillo	VEN150614	Dec-18	\$231,988		Currently in 2017 FTIP
Rancho Rd Ped Impr	Thousand Oaks	VEN150616		\$723,000		Currently in 2017 FTIP
Pleasant Valley Rd Bike Lanes	Camarillo	VEN160103		\$1,713,250		Amendment17-08 in progress to bring the funding forward to 2017 years -- should be approved in late May
Pleasant Valley Rd / E Fifth Str Impr	County	VEN130104	Jun-18	\$840,000	Design began 8-01-16; Env Clearance 1-2018; R/W Clearance 1-2019; Construction to begin 20/21.	Currently in 2017 FTIP

**Status of Federal STBG Projects
Fiscal Year 2016-17**

Beginning Balance **\$ 19,515,796**

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Vineyard/Patterson Resurfacing	Oxnard	Apr-17	07-VEN54032	\$1,044,343	Looking to repurpose earmark towards this project.	Currently in 2017 FTIP
California Street Bridge	Ventura	Jun-17	07-VEN54032	\$129,440	Design	Currently in 2017 FTIP

Total to be obligated by 10/1/2017 **\$1,173,783**
Balance **\$18,342,013**
Potential Lapse (AB1012) **\$0**

FY 2015/16 apportionment \$9,205,253 Lapses October 1, 2018
FY 2016/17 apportionment \$10,310,543 Lapses October 1, 2019
TOTAL **\$19,515,796**

**Status of Federal STBG Projects
Fiscal Year 2017-18 & Beyond**

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Pleasant Valley/E. 5th St Improvements (CON)	County	Jun-18	07-VEN130104	\$ 1,460,000	Design began 8-01-16; Env Clearance 1-2018; R/W Clearance 1-2019; E-76 by 08-30-19; Construction to begin 12/15/2019	Amendment 17-08 in progress to move funds from CON to ENG and ROW
Las Posas Road Bike Lanes	Camarillo	Dec-18		\$ 302,786		Amendment 17-08 to move funds from CON to ENG and ROW
Route 118 - Moorpark to e/o Spring	Moorpark		07-VEN34089	\$ 796,770	Design and ROW acquisition in progress	Currently in 2017 FTIP
Rehabilitation	Moorpark		07-VEN54032	\$ 200,000	Scoping Project	Currently in 2017 FTIP
Various Streets Repaving	Camarillo	Jul-18	07-VEN54032	\$ 342,288		Currently in 2017 FTIP
Pavement Rehabilitation	Fillmore		07-VEN54032	\$ 200,000		Currently in 2017 FTIP
Pavement Rehabilitation	Santa Paula			\$ 77,000		Residual LSTP Balance Currently in 2017 FTIP
Rice/Fifth Bridge PS&E	Oxnard	Jun-18	07-VEN040401	\$ 885,300		Currently in 2017 FTIP
Pavement Rehabilitation	Port Hueneme	FY 17-18	07-VEN54032	\$ 200,000		Currently in 2017 FTIP
Route 23 Widening High/Third	Moorpark	Aug-17	07-VEN051213	\$ 1,500,000	Prelim. Design and ROW needs in progress.	Currently in 2017 FTIP



DATE: **APRIL 20, 2017**

MEMO TO: **CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION ADVISORY
COMMITTEE
TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

FROM: **PETER DE HAAN, PROGRAMMING DIRECTOR**

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

RECOMMENDATION:

- Approve guidelines in Attachment A and application in Attachment C for a new call for projects to program CMAQ and TDA Article 3 Bicycle & Pedestrian funds, for two years' worth of funds.
- Approve Call for Projects Schedule contained in the agenda item.
- Approve "off-the-top" funding of \$443,000 for Regional Ridesharing (to come from the Non-Transit share) for each of the two years, and \$600,000 for Transit Outreach (to come from the Transit share) for the second year.
- Approve policy for Shelf List (Attachment B).

BACKGROUND:

Since VCTC developed its Comprehensive Transportation Plan and adopted it in 2013, there have been discussions involving VCTC and its various advisory committees regarding the need for a more robust program for funding non-motorized transportation projects, to better emphasize more transformative projects to address the issue on a regional level. Over the past year staff has been working on the Bicycle Wayfinding Study which has been viewed as an effort that will help inform VCTC's priorities for focusing its limited available funds on projects that will truly address the regional network. While the Bicycle Wayfinding Study was under way, there were continued discussions with TTAC and CTAC/ SSTAC regarding the funding sources that VCTC programs for bicycle and pedestrian projects, namely CMAQ and TDA Article 3, with staff recommending that to better coordinate the programs in light of VCTC's priorities that the programming of these two funds be combined into a single call for projects to program two-years' worth of funds at one time. With the adoption of the Wayfinding Study scheduled for the April Commission meeting, the proposed combined call for projects can now move forward.

Transit projects are also eligible to receive CMAQ funds. Based on the Comprehensive Transportation Plan VCTC's policy has been to set aside half of the available CMAQ funds for transit projects, with the other half going to projects in the remaining eligibility categories, with bicycle and pedestrian facilities being the one category in the non-transit share that typically receives almost all of the funds. In the past several months TRANSCOM has also discussed the CMAQ program, recognizing that the competition for these funds is likely to be increased due to the completion of the Proposition 1B program that provided bond funds that addressed a significant share of the transit system's capital requirements. The transit operators had wanted to hold off on selecting CMAQ projects from the transit share due to uncertainties regarding other possible sources of capital funding including a decision on submitted FTA Section 5337 and state cap-and-trade program discretionary grants as well as the result of Measure AA. Now that it is known that none of these other funding measures will help address the transit capital needs in Ventura County, VCTC can move forward with selecting CMAQ transit projects in light of the lack of alternate transit capital funding sources.

The following is a summary of the TDA Article 3 Bicycle & Pedestrian and the CMAQ programs:

- Transportation Development ACT Article 3: In accordance with California PUC Section 99233.3, up to two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds can be set aside by VCTC for planning, construction and/or maintenance of bicycle and pedestrian facilities, with the program policies adopted by VCTC. In Ventura County 25% of the TDA Article 3 funds are set aside for maintenance with the remainder of the funding allocated on a competitive basis for projects that foster an increase in bicycling and walking and provide improved connectivity. Over the last few years, Ventura County has received roughly \$650,000 a year in Article 3 funds. Assuming future years are roughly the same, after reserving 25% of the funds for bicycle path maintenance, approximately \$1 million will be available over two years for new bicycle/pedestrian projects.
- Congestion Mitigation and Air Quality (CMAQ): The federal Fixing America's Surface Transportation Act (FAST) Act authorizes VCTC to receive an apportionment of approximately \$7 million of CMAQ funding per year through FY 2019/20. CMAQ is used for projects which mitigate congestion and reduce vehicle emissions. Under VCTC's policy to divide the funds equally between transit and non-transit projects, the CMAQ funding available for a two-year call totals \$7 million for transit projects and \$7 million for non-transit projects. However, at the June 2016 and December 2016 meetings TTAC took action to program \$1,063,000 for cost increases to the Santa Paula Bike Path, thus reducing the available CMAQ for non-transit to \$5,937,000. Similarly, in September, 2016 TRANSCOM approved setting aside \$1.5 million for farebox and vehicle locator equipment and \$500,000 for FY 17/18 Countywide Transit Marketing, reducing the available Transit CMAQ to \$5 million.

Attachment A provides the proposed 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 call for projects:

April 13, 2017	TRANSCOM Approval of Call Process
April 20, 2017	TTAC Approval of Call Process
May 9, 2017	CTAC Approval of Call Process
June 2, 2017	VCTC Approval of Call Process
June 5, 2017	Notification of Funding Availability
August 21, 2017	Applications Due to VCTC
September 12, 2017	CTAC Approval of Non-Transit List
September 14, 2017	TRANSCOM Approval of Transit List
September 21, 2017	TTAC Approval of Non-Transit List
October 6, 2017	VCTC Approval to Projects
January 2018	Approval of Amendment to Federal Transportation Improvement Program

Regarding the schedule, the combining of TDA Article 3 Bicycle & Pedestrian and CMAQ Non-Transit programs into a single call for projects will necessitate changing the prior CTAC review process which included project sponsor presentations at CTAC. As a result, the CTAC approval is scheduled to occur in a single meeting, as with TRANSCOM and TTAC.

Each year, VCTC has utilized \$443,000 of the Non-Transit CMAQ share for the Regional Ridesharing program and \$500,000 out of the Transit CMAQ share for Countywide Transit Outreach. In the most recent CMAQ programming cycle it was decided to take these two projects “off the top” rather than require submittal of applications, and scoring for those projects, on grounds that these projects have always scored highly and continue to be a clear regional priority. Furthermore as was previously mentioned TRANSCOM has already approved taking \$500,000 for the FY 17/18 Countywide Outreach off-the-top. In recent years, VCTC’s annual Countywide Outreach cost has been approximately \$600,000 but there was sufficient carryover to fund the extra \$100,000. By FY 2018/19 that carryover is anticipated to be used up so \$600,000 in new CMAQ will be required to continue the existing level of effort required for VCTC to discharge its outreach responsibility. Staff recommends that the policy continue with this new call for projects, so that two years’ worth of funds for both activities are taken off the top, with the FY 2018/19 programmed amount for Transit Outreach being increased to \$600,000.

As a result of the funding commitments for Regional Ridesharing, and Countywide Transit Outreach, the total available in this call for projects (inclusive of both CMAQ and TDA Article 3 Bicycle & Pedestrian) will be \$6,051,000 for Non-Transit projects and \$4,400,000 for Transit projects. The staff recommendation in the April TTAC agenda to swap CMAQ for Camarillo STP will further reduce the Non-Transit amount by \$204,000, to \$5,847,000. The staff recommendation in the April TRANSCOM agenda to provide \$1.01 million in CMAQ to Thousand Oaks to replace \$1.01 million in Proposition 1B that was borrowed by VCTC will reduce the Transit amount to \$3,390,000.

The prior calls 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. Staff is recommending a continuation of that policy, provided in Attachment B.

CMAQ has a local match requirement of 11.47% of the total project cost. However, under the federal Toll Credits policy, VCTC has the option of effectively waiving the local match requirement to provide

100% federal funds. Since the match provided through Toll Credits still comes out of VCTC's apportionment, to the extent that projects receive 100% rather than 88.53% funding, fewer projects can be funded. In past calls for projects VCTC has used differing policies regarding the local match requirement, in some cases requiring match, in other cases, not requiring match, and in some cases providing extra points for additional match. Unfortunately in the current situation the available CMAQ funding relative to the need is likely to be small, but until the passage of SB 1 on April 6th it appeared that the available local match would also be limited if available at all. In recognition of this situation the proposed criteria require that applicants must commit to providing the 11.47% match if required but can also request to be relieved of the match. The intent is that VCTC will decide after prioritizing the projects whether to require local match, recognizing at that time which project or projects will fall "below the line" should the local match requirement be waived for the requesting agencies. It is recommended that no points be provided in the transit criteria for local match, but due to the passage of SB 1 providing significant additional streets and roads funds along with a Complete Streets requirement for use of those funds, there be up to 5 points provided for local match for non-transit projects.

**CMAQ / TDA ARTICLE 3 BICYCLE & PEDESTRIAN
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:

- o Clean Fuel Bus Fleets and Support Equipment
- o Improved Public Transit/Ridesharing
- o Bicycle/Pedestrian Improvements
- o Clean Fuel Fleet Subsidy Programs
- o Other Projects that meet the screening criteria

Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds available in this call for projects can be used for capital projects that improve bicycle and pedestrian facilities, for bicycle safety educational programs, and for bicycle/pedestrian planning. More detail is provided in the list of eligible projects at the end of these guidelines. VCTC makes also provides funds to local jurisdictions through a separate formula for bicycle path maintenance.

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. . In addition, TDA Article 3 Bicycle and Pedestrian funds will go to bicycle and pedestrian 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; or for TDA Article 3 Bicycle & Pedestrian funds per TDA Guidelines Section 99233.3.

- B. Project applicant is a city, the County, a transit operator, or other public transportation agency (CMAQ only), or (except for transit project and TDA-funded projects) a non-profit organization capable of funding and delivering the project, or (for CMAQ projects) is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. For CMAQ-funded projects, 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 and/or State delivery requirements.
- D. Agency must commit to providing 11.47% local match. However, an agency can request to access toll credits to pay 100% of project cost, but VCTC approval of such request is not assured as it would have to come out of the total funds available to projects. In the event a local match is required, 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

Points	Scoring Criteria
(0 to 20 points)	1. Project's Potential to Increase Transit System Capacity and/or Ridership Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations – This criterion is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting transit users or increase transit system capacity.
(0 to 25 points)	2. Project's Necessity to Continued Operation of the Existing Transit System with Reliable Equipment – In recognition of the importance of a reliable transit system in maintaining ridership, this criteria assigned points to a project on the basis of how it addresses the need to replace or rehabilitate existing transit system equipment that if not replaced at this time will be considered beyond its useful service life based on the FTA definitions. In particular, 15 points will be given to replacing buses that are identified in a Short Range Transit Plan (S RTP) or Fleet Maintenance Plan as scheduled to reach the end of their economic service life. Five (5) points will be based on whether the project extends the useful life benchmark of an asset, 5 points for a 25% increase and 2 points for a 10% increase. To be considered eligible for CMAQ an equipment replacement project must provide an air quality benefit such as the new or refurbished equipment having reduced emissions from what was previously in use.
(0 to 45 points)	3. Air Quality Improvements and Special Considerations – This criterion is evaluates the degree to which the project improves air quality for the CMAQ-defined pollutants namely ROG, NOx, PM10, and PM 2.5. The air quality improvement can be due to such factors as cleaner transit system equipment emissions, or reduced VMT due to transit improvements resulting in a diversion of trips from the private car. Up to 15 points will be awarded for a project's anticipated air quality benefit or for other special considerations. Up to 20 points shall be assigned based on cost effectiveness 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). 10 points shall be awarded if a project is eligible to be a Transportation Control Measure, as determined by the attached list. Such projects, once programmed will become a regional priority for achievement of air quality conformity.
(0 to 10 points)	4. Safety and Security – A project will receive 10 points if the application demonstrates that it will increase safety and/or security for transit patrons, transit employees, or the general public.

Selection Criteria for Non-Transit Projects

Points	Scoring Criteria
(0 to 10 points)	1. SAFETY -- This criterion evaluates how the proposed project will effect safety at existing facilities or improve safety by building new facilities. Existing Conditions: Up to 5 points will be awarded for any combination of the following project characteristics: no existing pedestrian or bike facilities; no existing shoulder; documented pedestrian/bicycle collision history; most current and valid 85th percentile speed of motorized traffic in project limits; photos of existing safety hazards project will address; existing pedestrian/bicycle traffic counts demonstrating use; student attendance figures for schools served by project. Safety Improvements: Up to 5 points will be awarded for project elements that improve safety and/or remove or reduce potential conflicts including, but not limited to: adding new or wider sidewalks or new or wider bike lanes, enhanced crosswalks and bicycle crossings, street and pedestrian scale lighting, traffic calming, buffered bike lanes, signage and striping, improved signalization, etc...
(0 to 5 points)	2. PROJECT WORK PLAN, TIMELINE AND READINESS – This criterion evaluates deliverability of a proposed project. Up to 5 points will be awarded to projects presenting a clear work plan for implementation and reasonable timeline.
(0 to 25 points)	3. AIR QUALITY IMPROVEMENTS AND SPECIAL CONSIDERATIONS – This criterion is designed to evaluate air quality benefits. Cost effectiveness may be considered as calculated by VCTC staff in consultation with APCD staff. Additional points will be given to CMAQ projects identified as transportation control measures (TCMs), designated as committed TCMs, and/or required to conform to TCM timely implementation reports. See Transportation Control Measures in Attachment A. This criterion is also designed to add flexibility and allows cities and/or agencies to be creative and discuss ways in which the proposed project will benefit City/County residents, for example, improving air quality, reducing VMT, serving older areas without recent improvements, reducing speeds, making major improvements to accessibility and/or to serve lower income residents.

Points	Scoring Criteria
(0 to 20 points)	4. Project's Potential to Attract Active Transportation Users and/or Reduce Motor Vehicle Trips with an emphasis on serving destinations. Bicycle and Pedestrian Project: This criteria is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting active transportation users and/or reducing motor vehicle trips (30 percent of trips are a mile or shorter, 40 percent are two miles or shorter and 50 percent are three miles or shorter) <u>Destinations Served</u> – Four points will be awarded for each destination served by the proposed project (e.g. transit stop, park and ride facility, employment center, post office, school/college, school bus stop, retail center, downtown area, library, museum, government office, medical/health facility, multi-family/senior housing) up to a maximum of 20 points. *Map with numbered destinations served must be included. For pedestrian projects, destinations served must be within a ¾-mile or less radius of the proposed project. For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project. Non-bicycle/non-pedestrian projects: Up to 20 points will be awarded for the degree to which the project improves mobility and safety particularly on freight or transit corridors, addresses identified community needs, or provides economic, environmental and air quality benefits. Applicants, to the extent possible, shall provide quantified estimates for such benefits
(0 to 25 points)	5. NETWORK CONNECTIVITY Including Multi-Jurisdictional/Multi-Agency/Multi-modal Projects. This criterion evaluates whether the proposed project has local and/or regional significance. Up to 5 points will be awarded to projects involving more than one mode of transportation. 10 points will be awarded to projects to non-bicycle projects identified in an adopted Local or Regional Transportation Plan (Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan) or Capital Improvement Plan. 20 points will be awarded to projects that address missing gaps identified in the Bicycle Wayfinding Study.

Points	Scoring Criteria
(0 to 10 points)	6. COMPLETE STREET DESIGN – Up to 10 points will be awarded based on the extent that the proposed project is designed to encourage people to use the proposed facility; such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc.
(0 to 5 points)	7. LEVERAGED FUNDS – One point will be awarded for each 10% of local committed funds to a project, for a maximum of 5 points for projects with at least 50% local funding.

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. Committed TCMs as defined in the Air Quality plan become a regional commitment for priority implementation.

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. Addition of mixed-flow travel lanes is ineligible.

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.

PROJECTS ELIGIBLE FOR TDA ARTICLE 3 BICYCLE & PEDESTRIAN FUNDING

TDA Article 3 funds are provided for the exclusive use of pedestrians and bicyclists. TDA Section 99234 provides a description of eligible uses. Generally, Article 3 bicycle and pedestrian claims provide funding for facilities provided for the use of bicyclists & pedestrians and may include projects that serve the needs of commuting bicyclists, including, but not limited to new trails or pathways serving major transportation corridors, secure bicycle parking at employment centers, park and ride lots, and transit terminals where other funds are unavailable. For this call for projects, eligible projects include (TDA Section 99234):

1. Construction and/or engineering of a bicycle or pedestrian capital project
2. Bicycle safety education program(s), provided the program does not fully fund the salary of any one person.
3. Development of a comprehensive bicycle or pedestrian facilities plan.

TCM PROJECT CATEGORIES

A. High-Occupancy Vehicle Measures

- New HOV Lanes or ramps (3 or more)
- HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
- High Occupancy Toll (HOT) Lanes and Pricing Alternatives

B. Transit and System Management Measures

Transit

- Rail Track – New or Expanded Lines
- New Rolling Stock Acquisition – Rail Cars and/or Locomotives
- Bus Rapid Transit and Dedicated Bus Lanes – Express Busways
- Buses – Fleet Expansion
- Shuttles and Paratransit Vehicles – Fleet Expansion

Intermodal Transfer Facilities

- Rail Stations – New or Expansion
- Park & Ride Lots – New or Expansion
- Bus Stations & Transfer Facilities – New or Expansion

Non-Motorized Transportation Mode Facilities

- Bicycle & Pedestrian Facilities – New or Expansion (non-recreational)
- Bicycle Facilities – New or Expansion (non-recreational)
- Pedestrian Facilities – New or Expansion (non-recreational)

Note: Committed TCMs are 1 mile or greater for bicycle or ¼ mile or greater for pedestrian, or bicycle parking for 10 or more slots/lockers.

C. Information-Based Transportation Strategies

- Marketing for Rideshare Services and Transit/TDM/Intermodal Services
- Intelligent Transportation Systems/Control System Computerization
 - Traffic Signal Synchronization (3 or more signals)
 - Real-Time Transit or Rail Notification System
 - Traffic Management/Operations Centers
 - Changeable Message Signs (5 or more)
 - Closed Circuit Televisions
 - Ramp Metering Systems
 - Systemwide Signal Preemption
 - Traveler/Motorist Information Systems; Highway Advisory Radios
 - Vehicle Detection & Automatic Vehicle Classification Systems
- Telecommuting Programs/Satellite Work Centers

SHELF LIST GUIDELINES

Projects that are scored in the 2017 CMAQ/Bicycle & Pedestrian TDA Article 3 Call for Projects, but below the funding cut-off, will be considered for funding following their scoring priority, if necessary to avoid a lapse of CMAQ apportionment.

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.



- ☐ Check Box if project is a stand-alone project
- ☐ Check Box if project is part of a larger project. If project is part of a larger project, please describe:

Financial Information

	CMAQ	Article 3	Matching Funds (check box below)	Additional Local Funds	Total Project Cost
PE	\$	\$	\$	\$	\$
R/W	\$	\$	\$	\$	\$
CON	\$	\$	\$	\$	\$
Total	\$	\$	\$	\$	\$

Additional Financial Information

- ☐ Check Box if Requesting Toll Credits for CMAQ Local Match Requirements

NOTE: Based on funding constraints VCTC may approve projects for funding with modified CMAQ and Article 3 shares or without requested Toll Credits.

SCHEDULE (month/year)			
	Funds Obligated	Start Date	Completion Date
Preliminary Engineering			
Environmental	n/a		
Right-of-Way			
Construction			

Project Screening Information

Project Readiness

Briefly describe the project work plan and timeline and check boxes for all items that have been completed.

Preliminary Design

- ☐ Project Feasibility Study Completed
- ☐ Right-of-way needs and utility conflicts identified
- ☐ Vehicle specifications identified
- ☐ Planning Level Cost Estimates

**30% Design**

- ☐ Dimensioned drawings showing existing and proposed improvements, topography, utilities and row etc..
- ☐ Revised Cost Estimates and Schedule

Environmental Clearance

- ☐ CE or Checklist Complete
- ☐ Draft Environmental Document Completed
- ☐ Final Environmental Document Completed

Final Construction Plans, Specifications, and Estimates or Vehicle Specifications

- ☐ Construction Plans, Specifications Completed
- ☐ Final Vehicle Specifications and Bid Packet Completed
- ☐ Ready to Advertise

- ☐ No Right of way needed or Right-of-Way Acquired
- ☐ No need to relocate utilities or Utilities Relocated

_____ Number of Community Meetings Held (not including meetings to adopt community-wide master plans)

Safety

Will the project improve safety at existing facilities or improve safety by building new facilities? Please list the specific improvements proposed.

Air Quality Improvement

Briefly describe how the project will improve air quality.

- For bicycle or pedestrian projects please provide estimated new average daily trips
- For bicycle or pedestrian projects please provide average daily traffic volumes on adjacent or nearest parallel roadway.
- For transit, bicycle and pedestrian projects provide estimated annual VMT reduced,
- Average projected ridership.
- Will the project improve the level of service of a transit system?
- For transit vehicle purchases, please provide vehicle type, fuel type.



Project's Potential to Increase Transit System Capacity and/or Ridership, Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations. Describe the project's direct relationship to streets, bicycle facilities, pedestrian facilities, transit systems, employment centers, and activity centers.

- Provide a scaled map showing destinations served. (For pedestrian projects, destinations served must be within a ¾-mile or less radius of the proposed project. For bicycle projects, destinations served must be within a two-mile or less radius of the proposed project.)
- **COMPLETE STREET DESIGN ELEMENTS** – Please describe the design elements to encourage people to use the proposed facility; such as traffic calming, buffers between cars and bicycle/pedestrian facilities, opening closed crosswalks, enhanced crossing improvements, pedestrian scale lighting, street trees, or if the project addresses a barrier, etc...

Does the project serve more than one mode of transportation? ☐ Yes ☐ No

If yes, please explain how:

Is the project consistent with the local, regional or statewide plans, the District Air Quality Management Plan, or the Short Range Transit Plan? ☐ Yes ☐ No

Is the Project identified in an adopted Local or Regional Transportation Plan (Short Range Transit Plan, Bicycle, Pedestrian, Active Transportation, Strategic Plan, CMP, ITS plan, Signal Plan, SRTS Plan, Corridor Plan), Fleet Maintenance Plan or Capital Improvement Plan?

☐ Yes ☐ No

If yes, please provide the name(s) of the document(s):

Is the Project Identified as a missing gap in the Bicycle Wayfinding Study? ☐ Yes ☐ No

If yes, please provide the route number from the Study:



Briefly describe the public participation process (e.g. public meetings, public notices, project website, mailings, newspaper articles, etc...). How did the agency consider comments and responses from meetings when designing the project?

For Transit Projects, describe the Project's necessity in relation to the Continued Operation of the Existing Transit System with Reliable Equipment. Include the year that the existing assets being addressed will reach the end of their useful life. For rehabilitation projects, include the percentage that the project will extend the useful life of the asset(s).



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.



DATE: APRIL 20, 2017

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: REVISION TO CAMARILLO STBG AND CMAQ PROJECT FUNDS

RECOMMENDATION:

- Recommend programming \$203,785 of CMAQ funds to the Las Posas Road Bike Lane Project in Camarillo in recognition of STBG cost savings from the Pancho Road project.

BACKGROUND:

In the 2012 Mini Call for Projects, Camarillo received \$1,500,000 of STBG for the Pancho Road Rehabilitation Project. The project has been completed with a cost savings of \$203,785 in STBG funds. The City of Camarillo has requested that the cost savings be applied to the Las Posas Bike Lane Project which was approved in the 2015 CMAQ Call for Projects and is short of funding based on the current estimate.

The Las Posas Bike Lane Project is eligible for CMAQ funding which is more restrictive than STBG funds. Therefore, staff recommends that \$203,785 of additional CMAQ funds be programmed for the Las Posas Bike Lane Project rather than STBG for this project since there is an unprogrammed CMAQ balance.

City staff has indicated that the project must construct drainage improvements necessitated by the required roadway widening to accommodate the bike lane. Staff anticipates this expense will be eligible for CMAQ, but if not, TTAC and VCTC may consider switching the \$203,785 back to STBG funds.



DATE: April 20, 2017

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: VENTURA COUNTY TRAFFIC MODEL (VCTM) UPDATE

RECOMMENDATION:

- Receive Ventura County Traffic Model overview presentation.

DISCUSSION:

Last fall VCTC staff provided the TTAC membership an overview of the Ventura County Traffic (VCTM) model build approach and process. As a reminder, past VCTMs have been very basic land use based four step traffic models with the last update completed in 2008. The VCTM currently under development is a much more robust and comprehensive modeling package that is derived from the Southern California Association of Governments' (SCAG's) socio-economic based regional model. Remaining consistent with SCAG's Regional Transportation Plan and the associated modeling, the VCTM base year will be 2012 and the forecast year will be 2040.

Following the meeting last fall, Iteris Inc., the modeling consultant, sent out a request for information to the jurisdictions to help guide the model build so that acceptable inputs and validation criteria would be established. Staff appreciates the comments received and incorporated those comments into the build where appropriate. Attached to this item are the responses to comments and a memo on special generators.

The model build has proceeded on schedule with the basic functionality and land use tool nearly completed. The base year model has had an early validation run and the preliminary results are promising especially on the regional facilities. Staff has invited Iteris Inc. Project Leaders, Jennifer Martin and Mahmoud Ahmadi, to provide a project update, review additional requests of the jurisdictions and walk TTAC through the next steps.

Response to Comment

Project: Ventura County Model Update Review Agency: City of Thousand Oaks Division: Reviewer: Kathy Lowry (KLowry@toaks.org)			Submittal Date: January 24, 2017 Review Date: February 20, 2017 Resubmittal Date:			
No.	Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
1		The screen lines are fine; no comments.	N	No response necessary.	JAM	N
2		Special Generators: Add • The Oaks Mall • Amgen (5,000 employees) • Costco • Home Depot, Lowe's, Walmart or any other "big box stores" • All community colleges - not just Moorpark College • CSUCI • All hospitals in the County - not just Los Robles Regional Medical Center • Oxnard and Ventura's Automall - not just the T.O. Automall Delete • Oaji • Port Hueneme • Westlake Village	N	The new VCTM model (VCTM 2.0) has various employment types and the specified land use types are considered in the model. All community colleges and universities are included in the model. Please see the brief write-up on special generators (attached).	MA	N C

Respondent Action Codes: C = Will Comply; D = Discuss; N = No Change/Not Applicable; A = Agency Action
 Reviewer Final Disposition Codes: A = Approved; N = No Change Required; R = Revise

No.	Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
3		Regarding the VCTM (2009) Trip Rates we recommend using these rates: • Low Density Households (10/DU) • High Retail (44/TSF) • Office (11/TSF) • Government Bldg. (69/TSF) • School - rates should be different for Elem. and High School • College - This is a special generator	N	The new VCTM model is based on person trips, and the current VCTM model is a vehicle trip based model. The new model includes a mode choice model which converts the person trips to vehicle trips. The new VCTM model estimates number of person trips based a number of variables including car ownership, household income and household age group. In the new VCTM model, college is not handled as a special generator, but it is incorporated in the trip generation model.	MA	N

Project: Ventura County Model Update			Submittal Date: January 30, 2017		
Review Agency: City of Camarillo			Review Date: February 20, 2017		
Division:			Resubmittal Date:		
Reviewer: Bill Golubics (bgolubics@cityofcamarillo.org)					

No.	Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
4		The modeling screenlines appear acceptable for the vicinity of Camarillo.	N	No response.	JAM	N
5		California State University Channel Islands (CSUCI) should be added to the list of Special Generators.	N	CSU Channel Island is in the model.	MA	N
6		The following two projects on the Future Year No Build Project List have been completed and should probably be removed from the list: VEN040502 Santa Rosa Road VEN071104 Ponderosa Road	C	Please see the brief write-up on special generators (attached). These two projects will be evaluated and removed from the list if necessary. If they are projects which were completed prior to 2012, then they will be included in the base year. If they were completed after 2012, they will remain in the No Build project list, because they will be included in the network above and beyond the base year network.	JAM	A

Respondent Action Codes: C = Will Comply; D = Discuss; N = No Change/Not Applicable; A = Agency Action
Reviewer Final Disposition Codes: A = Approved; N = No Change Required; R = Revise

No.	Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
7		The land use categories look complete.	N	No response.	JAM	N
Project: Ventura County Model Update Review Agency: Caltrans District 7 Division: Division of Planning Reviewer: Chao Wei (chao.wei@dot.ca.gov)						
				Submittal Date: January 31, 2017 Review Date: February 20, 2017 Resubmittal Date:		
No.	Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
8		I notice you're using the 2016 SCAG RTP which has 8 vehicle classes in Highway Assignment, three of which are Heavy Duty vehicles. Given Truck traffic on US-101, the flow of goods from Port Hueneme and the like, I wonder whether you intend to reflect goods movement in your model? If not, why bother with warehouses, and the Ports?	D	Goods movement will be handled within the VCTM model identical to goods movement within the SCAG regional model, meaning that we will retain the warehouses and Ports within the model in order to reflect current and future regional heavy-duty truck patterns.	JAM	N
9		More problems are caused by inconsistent projections at regional boundaries. Attempt to meet with Santa Barbara COG, L A MTA and SCAG to negotiate accepted projections at key boundaries. I am not arguing for accepting their projections, but work done now to negotiate consistent values will save heartache later on when interregional projects comes into play.	C	As a part of the VCTM Update will be validating the model to existing conditions, including a screening that verifies boundary counts. We will be verifying cordon volumes at all neighboring county locations. We agree with, and understand, your concern.	JAM	N

Respondent Action Codes: C = Will Comply; D = Discuss; N = No Change/Not Applicable; A = Agency Action
Reviewer Final Disposition Codes: A = Approved; N = No Change Required; R = Revise

No. Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
10	Special generators are not merely large land uses. They should be used for land uses that have patterns of use that do not conform to the general work-a-day pattern of trip making. Workers at the Caltrans offices, for example, are the same folk, week in, week out. The pattern of travel is consistent whether observed by the individual trip, or in the aggregate of all trips. Another person may decide to take a vacation in Hawaii on a Wednesday in April, and go to LAX but they will not make that same trip the next day. Someone, however, probably from a different TAZ, will make the trip the next day, but the regularity of behavior exists only in the aggregate. Special generators also apply to land uses that do not follow regular daily patterns that are likely to be captured in a travel behavior survey. Sports, concert venues and amusement parks fit this pattern. - Cal State Channel Islands should probably be included. Is it mainly a residential or commuter college (kids in dorms versus local kids)? Travel patterns will differ - It's your model, but why is the City of Ojai a special generator? If there is a special festival site in Ojai, perhaps it could be one. - California State Parks, of which there are several, might be candidates for special generators. They experience trips that are not local in origin, and their temporal distribution throughout the week and throughout the day do not follow standard patterns		The VCTM is designed to replicate an average weekday traffic in Spring / Autumn. Hence, special events such as sports or concert venues are not considered in the model. If necessary, the model could be enhanced to handle special situations, but that is outside of the current scope of the project. CSU Channel Island is in the model as a traditional trip generator. City of Ojai will not be considered as special generators in the new model. Please see the brief write-up on special generators (attached).	MA	N

Respondent Action Codes: C = Will Comply; D = Discuss; N = No Change/Not Applicable; A = Agency Action
Reviewer Final Disposition Codes: A = Approved; N = No Change Required; R = Revise

No. Pg.	Comment	Initial Action Code	Response	Author Initial	Final Action Code
11	Land Use Categories People need to read SCAG's descriptions of the Categories used by SSCAG for their categorization. http://egis3.lacounty.gov/dataportal/2012/04/10/countywide-zoning/ 1244 While you lack a land use category for medical/hospitals, I tend to think most hospitals would not constitute special generators, and a land use should be added. 1300-1321 Given the trip generation rates are all the same, I wonder about the distinction between all of the industrial land uses 1260 Education K-12 May be better separated into K-8 Primary and 9-12 Secondary. High Schoolers probably lead more independent lives than primary students, possibly having a car or other independent form of transportation. 2000 Agriculture. I'm unclear about the variety of agriculture in Ventura County, but just as there are light and heavy industrial land uses, there are also more or less labor intensive forms of agriculture. I'd suspect the strawberry fields in and around Ventura and Oxnard are fairly labor intensive while other forms may be less so. (grain farming comes to mind), but I am uncertain to about the relevancy of this distinction throughout Ventura County.	D	The new VCTM land use categories are updated and consistent with SCAG's latest land use categories. The VCTM Updated model has less disaggregated land use codes than the existing SCAG codes, but more disaggregated land use codes than the general plan SCAG codes.	MA	N

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Special Generators

Special generators are facilities with unique trip making characteristics that trip generation models cannot truly account for with household and employment variables. Universities, military bases, and airports are usually considered as special generators. To capture the special generators' trip making characteristics, special generator models are developed, often based on ITE trip rates or special surveys.

The current VCTM has a number of special generators as presented in **Table 1**. The updated VCTM (VCTM 2.0) includes a majority of the special generators as they are accounted for in the model structure. VCTM 2.0 is based on the SCAG 2016 RTP travel demand forecasting model, which has gone through major improvements since the current VCTM was developed. Hence, the majority of the current VCTM's special generators are incorporated in the new model stream and they do not need to be accounted as special generators in VCTM 2.0.

Table 1. Special Generators

Type	Comment
Airports	Incorporated in the new VCTM based on SCAG Airport model.
Church	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Fire Station	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Hospital	New trip generation model estimation is sufficient.
Landfill	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Marina	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Metrolink Station	Incorporated in the new VCTM (Mode Choice Model).
Park and Ride Fac.	Incorporated in the new VCTM (Mode Choice Model).
Police Station	New trip generation model estimation is sufficient.
Port of Hueneme	Use existing VCTM model assumptions.
School	New VCTM trip generation model estimates K1-12 school trips as a separate trip purpose.
University/College	New VCTM trip generation model estimates university/college trips as a separate trip purpose.
Public Utility	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Reagan Library	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Recreational Comm.	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
Rockedyme	Trip generation model estimation is sufficient.
Transportation Centre	Trip generation model estimation is sufficient.
Treatment Plant	Not a major trip generator for average weekday. New trip generation model estimation is sufficient.
U.S. Naval Base	Use existing VCTM model assumptions.