



AGENDA

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, APRIL 11, 2017 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

- 1. CALL TO ORDER**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 4. APPROVAL OF 3/14/17 MEETING SUMMARY – PG. 3**
- 5. APPROVAL OF 2/14/17 MEETING SUMMARY – PG. 5**
- 6. UNMET TRANSIT NEEDS FINDINGS- PG. 7**
- 7. STATE TRANSPORTATION FINANCIAL PROPOSALS INCLUDING AB 1 (FRAZIER) / SB 1 (BEALL) - PG. 13**
- 8. MILEAGE REIMBURSEMENT PROGRAM PRESENTATION - Mike Culver**
- 9. CHAIRMAN'S REPORT**
- 10. COMMITTEE MEMBER REPORTS**
- 11. ADJOURN TO MAY 9, 2017**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. 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.

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Item #4

MEETING SUMMARY

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, MARCH 14, 2017 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

CALL TO ORDER - The meeting was called to order by Chair Miranda Patton.

SELF INTRODUCTIONS

ELECTION OF CHAIR AND VICE CHAIR

Susan Leech nominated Miranda Patton to remain as Chair. Ms. Patton accepted the nomination, which was seconded by Bruce Rokos and passed unanimously.

Susan Leech nominated Deuk Perrin to remain as Vice Chair. Mr. Perrin accepted the nomination, which was seconded by Joseph Alexander and passed unanimously.

PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA - *None*

APPROVAL OF 2/14/17 MEETING SUMMARY

Susan Leech requested that the summary be amended to be more reflective of the comments made regarding the changes to the Committee's role in Article 3.

REVIEW DRAFT COORDINATED TRANSPORTATION PLAN

Martin Erickson presented the plan. Based on extensive public outreach and stakeholder involvement, the plan identifies mobility needs and gaps and prioritizes projects throughout a locally developed process. Martin offered to make the presentation at any of the cities or social service agencies if desired.

CHAIRMAN'S REPORT - *No Report*

COMMITTEE MEMBER REPORTS

Joseph Alexander and Marisa Rodriguez met with Santa Paula Councilmember and VCTC Board Member Ginger Gherardi to discuss the City's opposition to TTAC making final decisions about Article 3 funding.

Rob Corley added that the City of Ventura is also opposed.

Bruce Rokos met with Assemblymember Jaqui Irwin about the AB1 and SB1 tax packages for funding roads and improvements. The group requested to have an item on the April agenda to discuss the possible impacts on Ventura County.

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Mike Culver said that MMP is reaching out to the cities and service centers to inform residents that they have a new travel training workshop called the Explore Your City program. This is done in small groups of 5 or 6. They discuss where individuals want to go and develop individual travel plans.

ADJOURN TO APRIL 11, 2017



Item #5

MEETING SUMMARY

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, FEBRUARY 14, 2017 -- 1:30 PM – 3:30 PM
County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

1. CALL TO ORDER - The meeting was called to order by Chair Miranda Patton.

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA - A lengthy discussion was held regarding the proposed changes in the TDA Article 3 Program. Staff will be taking the item to TTAC for input and will return with recommendations at the April CTAC/SSTAC meeting. CTAC/SSTAC will have opportunities for input prior to any final action regarding changes to the program.

4. APPROVAL OF 2/14/17 MEETING SUMMARY

Rob Corley made a motion to approve the summary. The motion was seconded by Chera Minkler and passed unanimously, with Bruce Rokos and Alan Dorfman abstaining.

5. REVIEW DRAFT COORDINATED TRANSPORTATION PLAN

Comments from the group indicated a desire to have more time to review this item and bring it back to the March CTAC/SSTAC meeting for further comment and discussion.

6. CHAIRMAN'S REPORT - None

7. COMMITTEE MEMBER REPORTS -

Susan Leech said she has concerns with the changes in Article 3 Bicycle and Pedestrian project selection. Small cities are at a disadvantage and she objects to changing the procedure. CTAC/SSTAC did not take final action to support giving TTAC a larger role in the process, which would dilute the role of CTAC/SSTAC. Looking to fund larger projects to benefit the entire county would require a change in process and Ojai won't really be helped by a large regional project because they already have good bicycle paths and facilities. She would like a pot of money to still be available to smaller jurisdictions for small projects.

Darren Kettle responded that the criteria and call for projects are being developed now with the public works directors and the smaller jurisdictions will absolutely be eligible for funding.

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Miranda Patton commented that, in her 10 years on CTAC/SSTAC, VCTC has been wanting to see more regional projects and that hasn't been happening in the cities and the county in the projects they have been submitting. VCTC would also like to see more multi agency coordination and stakeholder involvement with park districts, universities, flood control facilities, rail, and a number of opportunities in the county. A lot of the projects we have seen over the last 10 years have been curb cut type projects.

8. ADJOURN TO MARCH 14, 2017



Item # 6

April 11, 2017

**MEMO TO: CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/SOCIAL SERVICES
TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)**

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

**SUBJECT: FISCAL YEAR 2017/2018 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET
TRANSIT NEEDS FINDINGS**

RECOMMENDATION

- Review and Approve the draft Fiscal Year (FY) 2017/2018 Unmet Transit Needs Findings and staff recommendation

DISCUSSION

As part of the annually required Unmet Transit Needs Findings, the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) is required to review and comment on the recommendations which are proposed to be presented to the Commission. The unmet transit needs findings are attached. For FY 17-18, the public comment period for the annual process was held from January 7 – March 20, 2017. Pursuant to Senate Bill 203, the Cities of Santa Paula, Fillmore, Moorpark, and Camarillo are subject to the Unmet Needs process. VCTC Intercity service does not utilize Article 8 funds for non-transit purposes however service requests for the regional service it provides is included in the process.

There were no comments that reached the minimum threshold of the adopted definition of Unmet Transit Needs. Comments received spanned a range of service requests in areas where either transit service already exists, or requests for more frequent service and extended service hours. While not at a level to be defined as an unmet transit need, the most frequent comments were received in the following areas:

- Connectivity between Fillmore – Moorpark
- Connectivity between the Heritage Valley area – Santa Clarita/Valencia
- Transit access to Pt. Magu
- More local service connectivity in Camarillo and elimination of the Gold Coast/Camarillo transfer point
- Connectivity between Thousand Oaks and various points (Santa Paula, Santa Barbara)

Demand expressed for some of these service expansions has been limited and in this case staff is recommending continued monitoring of the ridership demand before pursuing extensive analysis of cost-effectiveness. However, there has been some repetitive demand expressed over the last few years regarding service to, from, and throughout Camarillo, Fillmore-Moorpark, and Fillmore-Santa Clarita. With declining ridership trends observed between 2015 to the present, and the unavailability of vehicles to run

these service expansions, staff is recommending that these expansions are not reasonable to meet in the 17-18 fiscal year. However, recognizes the need and demand for service, and proposes specific coordinated service analysis with the Cities of Camarillo, Moorpark, and the Valley Express service to definitively determine the feasibility of implementing these expansions in the next fiscal year, or potentially in future fiscal years.

RECOMMENDATION

Comments were screened under a two-fold process. First, comments were screened to determine if the request for service met the definition of an unmet need. Second, if a comment met the definition it was further screened to determine if the need was reasonable to meet. Staff screened each comment to determine if it met the definition of an unmet need even though the number of comments on any one issue did not meet or exceed the 15-comment threshold. There were a number of comments received that staff identified as meeting the definition of an unmet need, however those comments were found to be unreasonable to meet. Due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service beyond the current service boundary. VCTC and Valley Express continue to coordinate with the City of Camarillo, City of Moorpark, LA Metro, Metrolink, Santa Barbara County Association of Governments, and the other transit providers to work towards improved connectivity and transferability for cross-county travel.

The Gold Coast Transit District (GCTD), City of Ojai, City of Simi Valley, and the City of Thousand Oaks do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the Unmet Transit Needs process. However, these transit providers receive comments about their service through this process and staff takes all feedback received into consideration for future planning purposes. All comments VCTC records through this process that relate to these service areas are forwarded to their staff for review.

At this time, staff is recommending that there are no unmet transit needs that are reasonable to meet. Staff will present the recommendation to the Commission in May for approval and determination that Transportation Development Act funds can be allocated for streets and roads purposes in cities fewer than 100,000 persons per SB 716 guidelines.

FY 17-18 Unmet Transit Needs Reasonable to Meet Findings

Service Request	Finding
Service between Fillmore and Simi Valley Town Center	The infrastructure condition of State Route 23 currently does not allow adequate and safe turn radii for Simi Valley Transit vehicles or VCTC Intercity vehicles to facilitate fixed route service. Valley Express service could consider evaluating operations along the SR 23 corridor however currently the Valley Express fleet does not possess enough vehicles to run the service and maintain required vehicle spare ratio. Based on limited support expressed for this service it is not considered reasonable to meet in FY 17-18.
Service between Fillmore and Moorpark - Fillmore to Moorpark High School/Chaparral Middle School - Fillmore to Moorpark College	As a public transit entity, federal law currently prohibits public transit operators from providing school bus service exclusively for the transportation of students and school personnel in competition with school bus operators. For that reason, VCTC could not consider requests for direct transit service to/from the unified district schools in Moorpark. When school bus service isn't available to/from a desired school, the school districts are encouraged to work with their constituents to work toward the best funding solutions for improved school bus service. Regarding general public transit/paratransit service between Fillmore and Moorpark, the Valley Express fleet and Moorpark City Transit fleet does not possess enough vehicles to run the service and maintain required vehicle spare ratios. For this reason, it is not considered reasonable to meet for FY 17-18. However, the demand that has been expressed for this service warrants additional analysis to determine if future service will meet cost-effectiveness and service-effectiveness criteria. It is recommended that Valley Express Transit and Moorpark City Transit coordinate service analysis along this corridor to determine if the service would be reasonable to meet in future fiscal years.
Service between Ventura County – Santa Clarita/Valencia - Fillmore to Santa Clarita - Ventura Transit Center to Valencia	Currently the Valley Express fleet and VCTC Intercity fleet does not possess enough vehicles to run the service and maintain required vehicle spare ratios. For this reason, the service is not considered reasonable to meet for FY 17-18. However, the demand that has been expressed for this service has been consistently moderate over the last two fiscal years. VCTC/Valley Express staff will continue to pursue additional analysis to determine if future service in FY 18-19 would meet cost-effectiveness and service-effectiveness criteria.

Service Request	Finding
Camarillo Area Transit Service: - Camarillo Library to Camarillo Village Square on Las Posas/Carmen Dr. - Camarillo Library and Camarillo Roxy Theater/Las Posas shopping area - Eliminate the transfer point in Camarillo and provide direct service in/out of Camarillo for Seniors - Mission Oaks/Camarillo to St. John's Hospital in Oxnard - Camarillo (Carmen Plaza) to/from St. John's Hospital in Oxnard	Camarillo Area Transit service east of Arneill Road is limited to the existing service along the fixed route loop serving Ponderosa Plaza, the Post Office, and the Community Center. The demand expressed for the expansion of fixed route service east of Carmen Drive has been limited however it is recognized that service is a necessary for residents that live east of Carmen Drive needing to access the Gold Coast/Camarillo transfer point in East Camarillo. It is recommended that VCTC and Camarillo Area Transit coordinate service analysis to determine if the service expansion would be reasonable to meet in future fiscal years. The elimination of the transfer point in East Camarillo would not impact cost-effectiveness and it is reasonable to meet. Camarillo Area Transit is currently pursuing grant funds to demonstrate paratransit service between Camarillo and St. John's Hospital. If funds are not received it is recommended that VCTC and Camarillo Area Transit coordinate service analysis to determine if the service would be reasonable to meet in future fiscal years.
Service between Fillmore and Camarillo	Currently the Valley Express fleet and VCTC Intercity fleet does not possess enough vehicles to run the service and maintain required vehicle spare ratios. Demand expressed for this route has been limited. For these reasons, the service is not considered reasonable to meet for FY 17-18.
Transit access to/from East Area 1 in Santa Paula	Land Use Policies and Objectives in the East Area 1 master development plan include considerations for transit access and transit connectivity between the development area and existing transit routes. Valley Express will continue to monitor the demand expressed for service after the residential development occurs.
Pt. Magu Service - Camarillo/Pt. Magu - Newbury Park/Pt. Magu - Simi Valley/Pt. Magu	Public access to Pt. Magu requires military or otherwise secured clearance and for this reason service expansion not feasible. However, VCTC will continue to monitor the degree of demand expressed for this route and explore coordination with County Veteran's Services for active and non-active military users.
Express service to Metrolink stations	Currently VCTC is evaluating service operations on the Highway 101/Conejo Connection and the East County routes. Proposed service changes would provide AM express service to Moorpark Station and coordinate AM and PM meet times at Oxnard and Camarillo Stations. This request is reasonable to meet.
Direct route from Thousand Oaks to Santa Barbara without having to transfer, or fewer stops	Demand expressed for this expansion has been limited. Upon further review of vehicle revenue service hours and revenue service miles, this proposal does not meet the criteria for maintaining existing service equity of other routes, therefore it is not reasonable to meet.
Direct service between Ventura and CSUCI	Demand expressed for this expansion has been limited and not reasonable to meet for FY 17-18 based on cost-effectiveness criteria. VCTC will continue to monitor the degree of demand expressed for this route and coordinate with Gold Coast Transit as necessary.

Service Request	Finding
Service between Ventura and Calabasas	Demand expressed for this expansion has been limited and not reasonable to meet for FY 17-18 based on cost-effectiveness criteria. VCTC will continue to monitor the degree of demand expressed for this route and coordinate with Kanan Shuttle/City of Agoura Hills as necessary.
Sunday service between Simi Valley and Moorpark	Demand expressed for this service has been limited. Based on the performance of Moorpark City Transit weekend demonstration service between 2013-2016, maintaining weekend service would not be reasonable to meet based on cost-effectiveness criteria.
Morning service from Santa Paula to Thousand Oaks and Santa Paula to Metrolink	Demand expressed for this expansion has been limited and not reasonable to meet for FY 17-18 based on a lack of available fleet and cost-effectiveness criteria. VCTC/Valley Express will continue to monitor the degree of demand expressed for this route and coordinate with Thousand Oaks Transit or other providers as necessary.
A countywide transit pass	VCTC will explore this proposal in FY 17-18 as it is reasonable to meet.

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Item #7

April 11, 2017

MEMO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATE TRANSPORTATION FINANCIAL PROPOSALS INCLUDING AB 1 (FRAZIER) / SB 1 (BEALL)

RECOMMENDATION:

- Review and discuss.

BACKGROUND:

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. Attachment A is the Governor's announcement of the agreement; analysis of what is included is currently ongoing.

The various transportation funding packages unveiled in the past two years typically have had the following features:

- \$5 - \$7 billion in new annual funding from a combination of increases in fuel tax and vehicle registration fees, payment of transportation bond debt service from general fund rather than transportation, acceleration of general fund repayments from prior loans, and Caltrans efficiencies.
- Most new funding distributed to state and to local jurisdictions for road repair.
- Some money provided to restore restoring the funding recently lost from the State Transportation Improvement Program (STIP), and for transit improvements, goods movement, and an incentive for passage of local sales tax measures.
- CEQA Streamlining.
- Significant anticipated benefits for creating new jobs.

VCTC's state advocacy consultant, Delaney Hunter, has provided the attached analyses of AB 1, introduced by Assembly Transportation Chair Jim L. Frazier (D-Oakley), and SB 1, introduced by Senate Transportation & Housing Chair Jim Beall (D-San Jose). Subsequent to these analyses, it was decided that SB 1 would be amended to contain the agreement announced March 29th. There is also a Republican Caucus proposal, AB 496 (Vince Fong, R- Bakersfield) that would shift \$5.6 billion to transportation using revenues from various existing revenues including sales tax and insurance taxes on motor vehicles.

At the February VCTC meeting, the Commission approved its 2017/2018 Legislative Program (Attachment D), as well as a set of principles (Attachment E) regarding state transportation funding packages. The Commission has not taken a position on the specific funding proposals.



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.

###

Governor Edmund G. Brown Jr.

State Capitol Building
Sacramento, CA 95814

AB 1 (Frazier)**Summary:**

AB 1 by Assembly Member Frazier is a \$6 billion transportation funding package to repair and maintain state and local roads, improve trade corridors, and assist public transit. There are a multitude of revenue sources where the money will be derived. Specifically, these sources include:

- 12 cent gas tax increase
- Restoring gas excise tax rates to 2010 levels
- Increasing the diesel excise tax by 20 cents
- Increasing the diesel sales tax by 3.5 percent
- Increasing the vehicle registration fee by \$38
- Requiring zero-emission vehicles to pay an annual \$165 fee
- Reallocating existing truck weight fees
- \$300 million in unallocated cap and trade funds
- \$70 million in Caltrans efficiencies
- One-time repayment of outstanding loans from programs over 2 years.

The plan would provide \$1.9 billion a year for the state highway system and \$2.4 billion a year for local streets and roads. \$577 million would be used to help restore the cuts to the State Transportation Improvement Program, while money would also be designated for transit projects, operations, goods movement, and active transportation. Additionally, AB 1 proposes a multiple efficiency related measures, including restoring the independence of the CTC, permanently extending existing CEQA exceptions for improvements in the existing roadway, permanently extending the NEPA delegation for Caltrans, among a few others.

Purpose:

Transportation is key to the viability and growth of the state, and supporters contend that a transportation funding plan is needed to address the maintenance backlog. California's transportation revenues have not kept up with the need. As of 2015, the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. Local governments have estimated the funding deficit for maintaining existing local streets, highways, and bridges is \$78 billion over the next decade. Combined – California faces a \$137 billion backlog of deferred maintenance that only gets worse when not addressed. According to the author, everyone who uses the roads will share in paying for the cost of these essential repairs.

California's gas tax has not been raised since 1994, and it continues to decline. Without this revenue, coupled with the state's diversion of transportation dollars towards other general fund purposes, the state's transportation system requires a great deal of work. Furthermore, according to an August 2016 report from the National Transportation Research Group, an inadequate transportation system costs drivers a total of \$53.6 billion every year in the form of vehicle operating costs, congestion-related delays, and traffic crashes. TRIP calculates that cost as an average of \$2,826 per driver. Left unaddressed, these shortfalls could degrade the quality of public transit service, and pavement conditions will deteriorate at a faster rate.

Existing Law:

Existing law creates transportation taxes as follows:

- Gasoline excise tax: \$0.30/gallon
- Diesel excise tax: \$0.13/gallon
- Diesel sales tax: \$0.27/gallon
- Vehicle license fee: 0.65% of market value
- Vehicle registration fee: \$43 per vehicle
- Weight fees, for commercial vehicles only: up to a maximum amount of \$2,27

In general, the gasoline and diesel excise taxes are spent exclusively on road maintenance and construction as provided for in the Constitution, while vehicle license fees are spent on general fund obligations. Vehicle registration fees are typically spent on DMV and CHP matters, and weight fees are spent on paying the debt service on transportation bonds.

Related Legislation:

SBX1-1 (Beall) and ABX1-26 (Frazier) – These were both Special Session measures from the 2015-16 legislative session that included \$7.4 billion funding packages aimed at improving the state’s roads and transportation infrastructure. No action was ultimately taken, and the special session concluded.

SB 16 (Beall) – This bill raises various transportation fees and taxes with a five-year sunset for the same purposes as SBX1-1. This bill stalled on the Senate Floor, as it was not taken up for a vote after passing out of the Senate Appropriations Committee.

AB 1591 (Frazier) – This measure would have generated \$7.1 billion annually in funding for state and local transportation programs. AB 1591 was introduced but never scheduled for a policy committee hearing.

Support/Opposition:

Support:

Apex Group
Associated General Contractors of California
Bay Area Council
California Alliance for Jobs
California Association of Councils of Government
California Business Roundtable
California Construction & Industrial Materials Association
California State Association of Counties
California State Association of Counties
California State Council of Laborers
California Transit Association
California Transportation Commission
Caterpillar Inc.
City of Lakeport
City of Lodi
City of Ontario
City of Rio Vista
City of Signal Hill
City of San Jose
City of Thousand Oaks
DeSilva Gates Construction
Granite Construction
Griffith Company
International Union of Operating Engineers – CA/NV
League of California Cities
League of California Cities
Los Angeles Chamber of Commerce
Marin County Board of Supervisors
Northern California Carpenters Regional Council
Orange County Business Council
Politico Group
Santa Clara County Board of Supervisors
Self Help Counties Coalition
Silicon Valley Leadership Group
Skanska
Smith Watts & Hartmann
Solano Transportation Authority
Southern California Contractors Association

Southern California Leadership Council
Southern California Partnership for Jobs
State Building & Construction Trades Council of California
Teichert Construction
Transportation Agency for Monterey County
Transportation California
United Contractors
Vulcan Materials Company

Opposition:
None

SB 1 (Beall)**Summary:**

SB 1 by Senator Beall is a \$6 billion transportation funding package attempting to improve the state's roads and transportation infrastructure. There are a multitude of revenue sources where the money will be derived. Specifically, these sources include:

- Phased-in 12 cent gas tax increase
- Restoring gas excise tax rates to 2010 levels
- Increasing the diesel excise tax by 20 cents
- Increasing the diesel sales tax by 4 percent
- Increasing the vehicle registration fee by \$38
- Requiring zero-emission vehicles to pay an annual \$100 fee
- Reallocating existing truck weight fees
- Increasing the Cap and Trade allocation going to transit
- \$70 million in Caltrans efficiencies
- Accelerating general fund loan repayments

The plan would specify an even, 50/50 split of funding between state and local agencies, and the money would be focused on transit and trade corridor improvements. The money would be used for transit improvements, including passenger rail and bus lines, and also trade corridor improvements to facilitate goods movement. Additionally, SB 1 proposes a few efficiency related measures, including CEQA streamlining and funding for an advanced mitigation program for transportation projects.

Purpose:

Transportation is key to the viability and growth of the state, and supporters contend that a transportation funding plan is needed to address the maintenance backlog. California's transportation revenues have not kept up with the need. As of 2015, the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. Local governments have estimated the funding deficit for maintaining existing local streets, highways, and bridges is \$78 billion over the next decade. Combined – California faces a \$137 billion backlog of deferred maintenance that only gets worse when not addressed. According to the author, everyone who uses the roads will share in paying for the cost of these essential repairs.

California's gas tax has not been raised since 1994, and it continues to decline. Without this revenue, coupled with the state's diversion of transportation dollars towards other general fund purposes, the state's transportation system requires a great deal of work. Furthermore, according to an August 2016 report from the National Transportation Research Group, an inadequate transportation system costs drivers a total of \$53.6 billion every year in the form of vehicle operating costs, congestion-related delays, and traffic crashes. TRIP calculates that cost as an average of \$2,826 per driver. Left unaddressed, these shortfalls could degrade the quality of public transit service, and pavement conditions will deteriorate at a faster rate.

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In general, the gasoline and diesel excise taxes are spent exclusively on road maintenance and construction as provided for in the Constitution, while vehicle license fees are spent on general fund obligations. Vehicle registration fees are typically spent on DMV and CHP matters, and weight fees are spent on paying the debt service on transportation bonds.

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Support/Opposition:*Support:*

California Association of Councils of Governments/Self Help Counties Coalition

California Transportation Commission

City of Lakeport

City of Lodi

City of Modesto

City of Ontario

City of Palos Verdes Estates

City of Point Arena

City of Rancho Cucamonga

City of San Jose

City of Thousand Oaks

County of Marin Board of Supervisors

County of Santa Clara Board of Supervisors

CSAC

League of California Cities

Transportation Agency for Monterey County

Support if Amended:

City of Signal Hill

Opposition:

None

VENTURA COUNTY TRANSPORTATION COMMISSION 2017 / 2018 LEGISLATIVE PROGRAM

STATE LEGISLATIVE PROGRAM

A. TRANSPORTATION FUNDING

- Support ongoing legislative efforts to pass a transportation finance package addressing all aspects of transportation investment including capacity improvements, operations, and state of good repair.
- Support the continued ability of regions to set priorities as set forth in SB 45, and oppose any efforts to lessen regional agencies' jurisdiction over the regional program within the State Transportation Improvement Program.
- Support distribution of available goods movement funds through processes such as the Trade Corridor Infrastructure Program which addresses regional priorities.
- Support legislation to increase flexibility of the Service Authority for Freeway Emergencies (SAFE) regarding eligible uses of funds.

B. RAIL PROGRAM

- Support incentives to encourage transit-oriented development projects.
- Monitor and evaluate plans and progress of high-speed rail and its funding, including funding for connectivity projects.

C. PLANNING

- Support legislation to extend CEQA streamlining provisions to transportation projects that are consistent with the Sustainable Communities Strategy.
- Support increased use of cap-and-trade revenues for public transportation (including intercity rail), active transportation, and sustainable communities programs. Support greater program flexibility and streamlined approval processes where appropriate to more effectively address greenhouse gas emissions while also providing needed transportation improvements.
- Support Transportation Demand Management measures to reduce auto trips, including facilitation of technology, such as real-time carpooling.
- Engage in the state's proposed zero-emission bus rule to ensure any mandated requirements are technically and economically feasible so as not to detract from the quality of transit service.

FEDERAL LEGISLATIVE PROGRAM

- Work with Caltrans, SCAG, and other appropriate parties to support long-term, stable, sufficient federal funding for transportation and to begin developing a strategy for federal reauthorization scheduled in 2020.
- Support federal transportation budget appropriations at the levels authorized in the Fixing America's Surface Transportation (FAST) Act; however, should funding be cut, support commensurate increased funding flexibility between modes and reduced mandates.
- Work with the Southern California Regional Rail Authority and other member agencies to advocate for further Federal action in support of rail safety, including any federal actions needed to support timely Positive Train Control completion, and federal funding to support such endeavors.
- Support continuation of federal programs and funding, such as Congestion Mitigation and Air Quality (CMAQ), that recognize the unique transportation or environmental challenges facing Ventura County.

**VENTURA COUNTY TRANSPORTATION COMMISSION
PRINCIPLES FOR STATE TRANSPORTATION REVENUE LEGISLATION**

- 1) Restore transportation funds for transportation projects.**
 - a) Provide for repayment of all outstanding loans to the General Fund from transportation revenue sources.
 - b) End diversion of truck weight fees for transportation debt service payment.
- 2) Regional/local share with Regional/local decision-making and geographic equity.**
 - a) Significant shares of any new revenue should be used for sorely-needed maintenance and operation of roads with at least half of the maintenance/operation funding provided to regional and/or local governments.
 - b) The state should set broad parameters for project eligibility, with regional and/or local governments making project selection and programming.
 - c) Distribute regional/local funds on a population and/or lane-mile basis. Consistency and predictability of funding is critical.
- 3) Geographic equity for state funds.**
 - a) Taxpayers from every region should see direct benefit to the state highways in their communities. The state should provide a transparent process by which state-controlled revenues are spent equitably throughout all regions of the state.
- 4) User-pay = User-benefit.**
 - a) Revenue from new user fees should be spent in a manner that benefits the user who is paying the fee. Diversion of revenue derived from motor vehicles to purposes that do not directly benefit motorists is not acceptable.
- 5) Reduce the costs of delivery.**
 - a) The Legislature should not ask taxpayers to pay additional revenue without simultaneously approving policies that maximize the revenue that is already being generated. Reducing costs of transportation projects can include pragmatic adjustments to project review and approval processes by state agencies, reduction in exposure to litigation, streamlining of reviews required for projects that promote state policy goals, and/or reducing overhead costs at Caltrans.
- 6) Fund trade corridors.**
 - a) While maintenance of existing assets is the priority, new revenue should take into account that California's roadways are the conduit for international, interstate, and intrastate commerce. However, local match requirements should be minimized to avoid effectively preclude counties without alternative sources.