VENTURA COUNTY TRANSPORTATION COMMISSION

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

Camarillo City Hall
Administrative Conference Room
601 Carmen Drive
Camarillo, CA

Thursday, September 20, 2012 at 9:00 AM

Item # 1 Call to Order

Item # 2 Public Comments

Item # 3 Approval of August 16, 2012 Minutes

Item # 4 Caltrans Local Assistance Update

- Receive update from Caltrans Local Assistance Staff.

Item # 5 Programming of MAP-21 funds

- Review and discuss alternatives for programming funds, and potentially make recommendations within each committee's purview as described in the analysis.

Item # 6 Route 101/23 Improvement Project Funding

- Recommend reprogramming $11,916,000 in Proposition 1B Trade Corridor Infrastructure Fund money from the Rice/101 Interchange Improvement to the Route 101/23 Interchange Improvement.
- Recommend programming $11,916,000 in Surface Transportation Program funds for the Route 101/23 Improvement project, of which $4,000,000 represents funds reserved for this project prior to the 2012 Mini Call for Projects, and $7,916,000 are funds newly-authorized as part of MAP-21.
- Support the request for an AB 3090 cash reimbursement agreement with the City of Thousand Oaks for reimbursement of $17,668,000 in City funds with future State Transportation Improvement Program (STIP) funds.

Item # 7 Obligation of FY 2011/12 STP Funds

- Provide status update on STP projects listed.

Item # 8 Caltrans Presentation on Route 101 Widening from La Conchita to Carpinteria

- Receive and discuss presentation by Caltrans staff on Route 101 Widening project.

Item # 9 Future Agenda Items

Congestion Management Program Update /Approval

Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Route 1 Rerouting to Rice Avenue

VCTC Programming Procedures—Potential Revision

Item # 10 Next Meeting October 18, 2012

MINUTES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

August 16, 2012 Meeting

Item #1 Call to Order

Chair David Fleisch of the County called the meeting to order at 9:04am. The attached attendance sheet shows those who were present.

Item #2 Public Comment

There were no public comments made.

Item #3 Approval of June 21, 2012 Minutes

Cliff Finley of Thousand Oaks moved to approve the minutes. Ken Matsuoka of Camarillo seconded and the motion passed unanimously.

Item #4 Passage of Federal Transportation Authorization

Peter De Haan updated the TTAC on MAP-21, the new transportation authorization. More information will be provided at next month's meeting.

Item #5 Union Pacific Railroad Discussion Regarding Grade Crossing Approval

Lupe Valdez and Ken Tom of Union Pacific (UP) Railroad informed the TTAC of UP's policy on at-grade crossings.

Item #6 Revision of Transportation Technical Advisory Committee Operating Rules

David Fleisch presented this item. The proposed revision to the operating rules changes the voting membership of the TTAC. It also increases the quorum to 8 members so that the majority vote would equal 5, close to half of the voting membership of the TTAC. Various members expressed concern about the difficulty in getting a quorum of 8 at each meeting. The Chair, Vice Chair, and staff will continue to take measures to ensure that a quorum is in attendance at most meetings. Andy Santamaria of Port Hueneme moved to approve the revised Operating Rules. Chris Birkelo of the Oxnard Harbor District seconded and the motion passed unanimously.

Item #7 CMAQ, STP, and TE Project Statuses

Stephanie Young presented this item. She will send spreadsheets to the members of TTAC so that project statuses can be updated. These spreadsheets will include the Hueneme Road and West Los Angeles Avenue Bike Lanes that will be switched from STP to CMAQ.

Item #8 Regular Meetings with Caltrans Local Assistance

Robert Wong of Caltrans proposed regular meetings with the cities. He also expressed the need for Local Assistance to know when projects will be obligated. This item will require further discussion on a way for local agencies, VCTC, and Caltrans to update each other without duplication.

Item #9 Revised CMAQ Funding – County of Ventura

Peter De Haan presented this item. Staff recommends reprogramming of $133,000 CMAQ from the Piru Bike Path to other CMAQ projects as determined by the County. Chris Birkelo moved to approve this recommendation and Tom Mericle seconded. The motion passed unanimously.

Item #10 Future Agenda Items

Item #11 Next Meeting September 20, 2012

Item #12 Meeting Adjourned

TTAC August 16, 2012

Andres Santamaria	Port Hueneme	805 9866568
Lupe Valdez	UP	(626) 935 7617
Ken Tom	UPRR	(909) 685-2288
Steven Brown	Gold Coast Transit	805-483-3959
Ken Matsuoka	City of Camarillo	(805) 383-5672
Stephanie Young	VCTC	
Mike Tohidian	City of Thousand Oaks	805-449-2516
Peter De Haan	VCTC	
Chris Birkelo	Port of Hueneme/Oxnard Harbor Dist.	
Thang Tran	City of Camarillo	805-388-5345
Brent Siemer	City of Simi Valley	805-583-6805
Dave Klotzle	City of Moorpark	805 572 6285
Cliff Finley	City of Thousand Oaks	805-449-2399
Ben Emami	County of Ventura/PWA	805-654 2087
Robert Wong	Caltrans	213.897.2945
Rob Roshanian	Oxnard	(805) 385-789[illegible]
Tom Mericle	City of Ventura	(805) 654-7774

Item #5

September 20, 2012

MEMO TO: **TRANSIT OPERATORS COMMITTEE**
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

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

SUBJECT: **PROGRAMMING OF MAP-21 AND PROPOSITION 1B TRANSIT CAPITAL FUNDS**

RECOMMENDATION:

- Review and discuss alternatives for programming funds, and potentially make recommendations within each committee's purview as described in the analysis. Specific funding recommendations at this time are for $2,814,000 in Proposition 1B funds for bus projects and $867,000 for Proposition 1B rail projects as described in a separate item in the TRANSCOM agenda; $2 million in Section 5337 funds for Metrolink infrastructure rehabilitation; $11,916,000 in STP funds for the Route 101/23 project as described in a separate item in the TTAC agenda; and $943,000 in CMAQ funds for FY 2013/14 countywide transit marketing and ridesharing programs.

BACKGROUND:

As was reported at the last meeting, the federal government has now passed a two-year federal transportation authorization, entitled Moving Ahead for Progress in the 21st Century, or MAP-21. This bill authorizes the federal transportation program through September, 2014. Attachment A provides a summary of the bill's provisions most likely to affect transportation programs in Ventura County. In general, MAP-21 provides more flexibility in the various funding categories, and makes changes which could streamline delivery, especially for larger projects. There is a significant increase for rail funds in Ventura County (estimated to be over $4 million more per year), while other funds categories remain about the same. There are new requirements for developing transit safety plans and asset management plans which could require significant staff resources.

The Committees will recall that during the Mini Call for Projects earlier this year, the Commissioned programmed STP, CMAQ, and TE funds anticipated to be available through Fiscal Year (FY) 2012/13. With MAP-21 now authorizing funds through FY 2013/14, there is one more authorized year of funds which VCTC can confidently program, at least for the STP and CMAQ program. Unfortunately, there is significant uncertainty with regard to future TE funds, now retitled "Transportation Alternatives Program, or TAP") so it would not be advisable to program additional Transportation Alternatives project until more is known about that program's future structure. The county apportionments for STP and CMAQ have not yet been calculated, but are anticipated to be approximately the same as prior apportionments.

The most significant funding change pertains to Metrolink funding. The previous Section 5309 Fixed Guideway Modernization program was replaced with the Section 5337 State of Good Repair program. Overall program funding was increased, and the funding distribution formula was changed, with the net result that Ventura County will see an increase of over $4 million per year, all of which must be spent on Metrolink.

Another related issue is that VCTC recently requested that transit operators provide information on projects to be considered for Proposition 1B Transit Capital funds. The operators submitted information regarding $15,181,000 projects that are ready to receive funds in FY 2012/13, and an additional $25,180,000 in projects to be considered for funding within the next five years. Since many of these projects are also eligible for the newly-authorized funds in MAP-21, staff held off on a recommendation regarding Proposition 1B to allow better coordination with MAP-21.

The following discussion, divided by project type, sets forth options for consideration.

Bus Transit

Funds Available to Program

Based on the policy adopted in the Transit Investment Study governing the use of Proposition 1B funds, there is $18,554,000 remaining available for bus transit projects. There is also approximately $10 million available in additional CMAQ capacity authorized in MAP-21, as well as $1.3 million in Section 5339 Bus and Bus Facilities funds. The VCTC Comprehensive Transportation Plan, which is not yet adopted, proposes that half of CMAQ funds be used for bus transit improvements, and the other half for bicycle and pedestrian projects.

Issues for Consideration

- Much of the Transit Investment Study projects have been funded, but some bus replacements as well as the new Gold Coast Transit operations facility remain. The policy set for by the Study is to give priority to these projects, with the remaining projects to be ranked according to specific criteria. Other projects nominated for Proposition 1B funding include additional bus facility improvements, and bus service improvements.
- The CMAQ shelf list contains bus improvement projects, mostly operations demonstrations, which are to be funded should the need arise to avoid loss of CMAQ funds.
- Both CMAQ and Proposition 1B can be used for transit capital improvements. Proposition 1B cannot be used for operating demonstrations, and there is still uncertainty regarding the eligibility of these projects for CMAQ under MAP-21.
- VCTC policy that funds be programmed to the transit operator generating the funding would apply to the Section 5339 funds which are apportioned based on bus operations.
- It would be expected that CMAQ funds would continue to be used for the FY 2013/14 countywide transit marketing and ridesharing programs, as has been the practice for many years.

Alternatives

- The Commission could rank the CMAQ and Proposition 1B funds separately, using separate criteria, or rank all of the transit improvement projects together using one set of criteria.

- The Commission could issue a new Call for Projects for transit improvements, or simply work off of the lists from the recent Mini Call for Projects and the call for Proposition 1B projects.
- The countywide transit marketing and ridesharing programs could continue to be ranked against other projects, or simply taken "off the top" by policy. These projects have typically scored very highly.

Recommendations

- Recommend that VCTC approve $2,814,000 in Proposition 1B funds for ready-to-go projects in the categories of bus replacements and the new Gold Coast Transit facility, as specified in another TRANSCOM agenda item, also reserving future funds for the Gold Coast facility.
- Recommend that VCTC approve $943,000 in FY 2013/14 CMAQ funds for the countywide transit marketing and rideshare programs.
- Direct staff to prepare consolidated criteria for ranking previously-submitted CMAQ and Proposition 1B transit improvement projects, to consider only projects previously submitted in the Mini Call or the Proposition 1B call.
- Direct staff to work with the east county transit operators to develop coordinated priorities for bus operations facility improvements given the coordinated operational arrangements to be developed. (Attachment B provides an estimate of the funds available for programming for bus transit facility and service improvements.)

Rail Transit

Funds Available to Program

Based on the policy adopted in the Transit Investment Study governing the use of Proposition 1B funds, there is $10,227,000 remaining available for rail transit projects. There is also approximately $8,938,000 in additional rail funds over the next two years in MAP-21.

Issues for Consideration

- In response to the request for Proposition 1B projects, VCTC received $2,867,000 for ready-to-go rehabilitation projects, including $867,000 for stations and $2,000,000 for Metrolink system infrastructure.
- Future possible projects include increased Metrolink system rehabilitation at $2 million per year, and possible Metrolink line capacity improvements of an unknown scope and cost, which VCTC intends to consider in upcoming planning work.
- All Section 5337 funds must be used for rail. Under the VCTC policy that each operator receives funds it generates, Metrolink would also continue to receive its current Section 5307 Urbanized Area Formula funds, which are swapped to help provide VCTC's share of Metrolink operations.

Alternatives

- VCTC could program the ready-to-go and future projects using either Proposition 1B or Section 5337 depending on the ease of using state or federal funds, since all the projects appear to be eligible for either type of funds.
- The Commission may want to move towards eliminating the Metrolink rehabilitation funding in the State Transportation Improvement Program (STIP), replacing this $1.5 million per year with the new Section 5337 funds. However, this option is not feasible in the short term because the funds cannot be shifted to another STIP project until a new STIP is adopted.

Recommendation

- Recommend that the Commission approve $867,000 in Proposition 1B for ready-to-go station rehabilitation and $2 million in Section 5337 for Metrolink rehabilitation, as specified in other TRANSCOM agenda items.
- Direct staff to work with Caltrans, Union Pacific and Metrolink to develop the scope for possible rail capacity improvements.

Non-Transit Air Quality Projects

Funds Available to Program

As previously mentioned, MAP-21 authorizes approximately $10 million beyond what was currently programmed against the Ventura County CMAQ apportionment. The VCTC Comprehensive Transportation Plan, which is not yet adopted, proposes that half of CMAQ funds be used for bus transit improvements, and the other half for bicycle and pedestrian projects.

Issues for Consideration

- The CMAQ shelf list includes $6,060,367 for the Port of Hueneme Shoreside Power project.
- The Mini Call for Projects included $3,996,000 in bicycle and pedestrian projects that were not funded, but based on project readiness these were not approved for the CMAQ Shelf List.

Alternatives

- The Commission could hold a new Call for Projects or only consider projects from the Mini Call for Projects conducted earlier this year.
- The Commission could rank the Non-Transit Air Quality projects separately, based on the funding 50/50 split of the Comprehensive Transportation Plan, or could rank the projects together with the CMAQ-eligible transit improvement projects. However, if the ranking were limited to Mini-Call Projects, based on the prior scores all $5 million (representing half of the available CMAQ) would go to the Shoreside Power project, which is not a bicycle and pedestrian project as envisioned in the Comprehensive Transportation Plan.

Recommendation

- Direct staff to continue working with the Port of Hueneme to deliver the Shoreside Power project, with the understanding that consideration will be given to providing to this project an amount equal to half of the new CMAQ authorization provided by MAP-21, should funds be available when the project is ready to receive federal approval.

Highway Projects

Funds Available to Program

Assuming continuation of prior apportionment shares, the MAP-21 authorization provides $10.5 million beyond what was previously programmed within Ventura County.

Considerations

- VCTC has committed $19.5 million in STP funds in FY 2015/16 for the Route 101/23 Improvement project. It will take several years to accumulate a balance of this size, so the Mini Call for Projects set aside $4 million for this purpose, leaving $15.5 million that must be reserved in FY 2013/14 and the two subsequent years. Another TTAC agenda item contains a proposal for advancing the project to FY 2012/13. Under this proposal the $19.5 million STP commitment would be reduced to $11,916,000, which would include the $4 million set aside in the Mini Call for Projects plus $7,916,000 in funds newly authorized by MAP-21, with no further STP funding required.
- The adopted STP shelf list contains $4,050,939 in mostly road rehabilitation projects, to be used if necessary to avoid loss of funds.

Alternatives

- The Commission could hold a new call for projects, especially if the CTC does not approve VCTC's proposal for advancing the Route 101/23 project.
- Alternatively, the funds could all be programmed for Route 101/23 and possibly for the STP Shelf List.
- Some STP funds could be used towards CMAQ-eligible capital projects.

Recommendation

- Recommend the Commission program $11,916,000 for the Route 101/23 project, and take no further action to program STP until the CTC makes a final decision regarding the advancement proposal.

ATTACHMENT A

MOVING AHEAD FOR THE 21ST CENTURY SUMMARY OF PROVISIONS AFFECTING VENTURA COUNTY

On July 6th, President Obama signed HR 4348, the Moving Ahead for Progress in the 21st Century Act (MAP-21), extended the current transportation authorization through September 30th, and then authorizes $105 billion for transportation over the next two years. Unlike the recent highway authorization extensions, MAP-21 as of October 1st makes significant changes to the federal transportation program.

Funding Authorization

For the two new years of authorized transportation funding, MAP-21 provides an average of $54.6 billion per year, approximately the same as the $50.1 billion annual average for SAFETEA-LU, adjusting for inflation. The highway programs are funded at approximately $40.4 billion in Fiscal Year (FY) 2012/13, and $41 billion in FY 2013/14, while the transit programs are funded at about $10.5 billion in FY 2012/13 and $10.7 billion in FY 2013/14. The federal fuel tax, which absent Congressional action would have expired on June 30, 2012, has been extended through September 30, 2016. The law also transfers $21.2 billion of other funds into the Highway Trust Fund, thus keeping the fund solvent until around the time MAP-21 ends in 2014.

Program Restructuring

The attached matrix summarizes changes to some of the programs of significance to VCTC and the Southern California region. Probably the most significant impact on VCTC is a change to the formula for calculating rail funds, which is estimated to increase by over $4 million per year the funds generated due to Metrolink operations in the county. There have been significant changes to the Transportation Enhancement (TE) and Safe Routes to School programs which will apparently reduce available funds for these types of projects, and could also affect TE projects which were previously programmed by VCTC, but not yet obligated. There is also an uncertain interpretation regarding possible CMAQ eligibility changes, which could affect CMAQ projects programmed but not yet obligated.

Freight Program

The Southern California transportation agencies had strongly advocated for the inclusion of a freight program in the federal transportation authorization. MAP-21 calls for development of federal and state freight movement plans, but does not provide freight program funding. The U.S. Department of Transportation is tasked with defining a national freight network.

Performance Measurement

MAP-21 mandates significantly increased use of performance measures for states and regions. Performance measures must be adopted for safety, pavement condition, and bridge condition, and the actual performance relative to the standards must be reported to the federal government. If the performance objectives are not achieved for certain specified items, including interstate highway pavement condition, bridge condition on the national highway system, fatalities, and serious injuries, then states must transfer sufficient funds from other transportation programs to achieve the goals. Under this provision it is conceivable that funds anticipated for local road improvements could be less dependable than in the past due to the requirement to meet the specified standards for other programs.

There are also specific performance-based features for the Congestion Mitigation and Air Quality (CMAQ) program, to require a regional performance plan to achieve air quality and congestion reduction targets. A federal CMAQ outcomes assessment study is also required. Another requirement is that all transit agencies develop an asset management system to track capital asset condition, reliability, and performance.

Streamlining

Project delivery acceleration provisions are included based on the Breaking Down Barriers initiative which was supported by VCTC and the other southern California transportation agencies. More specifically, MAP-21 provides for accelerated project approval under the National Environmental Policy Act (NEPA), with earlier coordination, consolidated environmental documents, deadlines for agency review, and penalties for federal agencies that fail to make a decision. The list of Categorical Exclusions, which are presumed to have no impact based on the type of project, is expanded. The ability to acquire right-of-way for a project prior to NEPA approval is enhanced.

Transit Safety

The MAP-21 legislation for the first time establishes an FTA role in overseeing transit safety. All recipients of federal transit funds are required to establish and have certified a comprehensive safety plan based on set criteria. FTA will first develop the safety program and rules before it is applied to transit operators. For commuter rail systems such as Metrolink, the safety oversight responsibility remains with the Federal Railroad Administration and not FTA.

Commuter Tax Benefits

The Southern California transportation agencies had advocated for a restored tax credit for transit and vanpool commuters. Up to $240 per month can be deducted from tax returns for employer-provided parking, but only $125 in employer provided transit or rideshare benefits are allowed. The Senate version of the authorization would have restored an earlier law that had expired, to make the transit credit equal to the parking credit, but this provision was dropped from the final version of MAP-21.

Veterans' Preference

MAP-21 contains a provision requiring veterans' preference for some procurements. There is little information yet on how this requirement will be implemented, but might be structured similar to Disadvantaged Business Enterprise requirements.

Implementation

Many of the MAP-21 provisions, including the transit safety program, transit asset management system, and the project delivery streamlining, will not become effective until implementing regulations are adopted by the various federal agencies. MAP-21 provides a timeline by which these various regulations will be developed. The Southern California transportation agencies are developing a joint letter to the Secretary of Transportation, offering assistance in developing these regulations. It appears that the transit safety and asset management programs, and possibly veterans' preference, are likely to require significant additional transit agency staff effort to develop and administer.

MATRIX OF MAP-21 CHANGES TO EXISTING PROGRAMS

CURRENT PROGRAM	CHANGES IN MAP-21
Surface Transportation Program (STP)	• Program continues to provide highway and transit capital funding, with eligibility broadened to include electric vehicle charging equipment at park and ride lots, and congestion pricing and demand management programs. • Nationwide funding level increased slightly. • Caltrans has proposed retention of the existing split between the state and local governments. However, there has been regional agency interest in urgency state legislation to increase the regional share, in recognition of earlier changes that had increased the state share.
Congestion Mitigation and Air Quality (CMAQ)	• Funding levels are slightly reduced. • 100% federal share for all projects eliminated, although Toll Credits are still available to cover the match. • There is uncertainty regarding possible project eligibility changes.
Transportation Enhancements (TE) Safe Routes to Schools (SRTS)	• The Transportation Enhancements program has been combined with Safe Routes to Schools and Recreational Trails to form a Transportation Alternatives Program. • In FY 2011, the combined funding for these three programs was $1.22 billion, but MAP-21 provides FY 2013 funding of only $808 million for the consolidated program, representing a significant decrease. • TE was previously programmed 75% by regions and 25% by state, while SRTS was programmed by the state. MAP-21 says half is to be programmed by regions and half by state. State implementing legislation could address distribution method. • There have been some eligibility changes, including replacement of the “landscaping enhancement” category with “vegetation management.” • MAP-21 does not impact the state funds committed by law in California for Safe Routes to Schools.
Urban Area Formula (Section 5307) Jobs Access Reverse Commute (Section 5316)	• The JARC program is added to Section 5307, with the JARC funding formula (number of low income persons) included in the overall formula, and with JARC projects being an eligible use of the funds. • Funding level of the combined programs appears to be comparable to prior totals. • Eligibility broadened to include 50% of operating subsidy for any bus operator with fewer than 100 buses.
Fixed Guideway Modernization (Section 5309a)	• This program previously provided formula funding based on rail systems and buses in carpool lanes or busways. It is now redesignated as Section 5337 and split into separate apportionments for the two modes. • Overall funding level increased by nearly 30%, and formula changed to eliminate extra weighting for “historic rail” cities. • As result, Ventura County apportionment due to Metrolink

	operations expected to increase significantly, from $2.6 million Fiscal Year 11/12 to $7 million in 12/13.
Bus and Bus Facilities (Section 5309c)	• Previous discretionary program replaced with a formula program available for bus capital purposes, redesignated as Section 5339. • Ventura County apportionment estimated at $1.3 million in Fiscal Year 12/13.
Rural Transit (Section 5311)	• Authorization is significantly increased, by nearly 10% for FY 2013 and by another 15% in FY 2014. This change should directly affect Ventura County's apportionment for rural transit operations. • Apportionment will include a small amount to each state representing JARC formula for rural areas.
Senior and Disabled (Section 5310) New Freedoms (Section 5317)	• The New Freedom program is added to Section 5310. • Slight overall funding increase of the combined programs, relative to the two prior programs. • Previously, Section 5317 Large Urban funds programmed by Designated Recipients, Section 5317 Small Urban / Rural and all Section 5310 programmed by state; revised so that all Section 5310 Large Urban to be programmed by Designated Recipients, and Section 5310 Small Urban / Rural programmed by state.
Transportation Infrastructure Financing and Innovation Act (TIFIA)	• This infrastructure loan program is significantly increased, from $122 million to $1 billion annually. Loans can be provided for up to 49% of project cost. As a result, neighboring counties with local funding streams will likely see significantly expedited project delivery.

ATTACHMENT B

ESTIMATE OF BUS TRANSIT FUNDS (thousands)

Prop 1B Transit Capital Funds	$18,854
50% of Newly-Authorized CMAQ Funds	$ 5,000
Recommended Prop 1B Funds to Program Now	($2,814)
Future Commitment for New Gold Coast Facility	($7,220)
Future Bus Replacement Commitment	($6,230)
Remaining Capacity for Bus Transit Improvements (of which $943 is recommended for Countywide Transit Marketing and Ridesharing)	$ 7,590

Item #6

September 20, 2012

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FUNDING TO EXPEDITE ROUTE 101/23 IMPROVEMENT PROJECT

RECOMMENDATION:

- Recommend reprogramming $11,916,000 in Proposition 1B Trade Corridor Infrastructure Fund money from the Rice/101 Interchange Improvement to the Route 101/23 Interchange Improvement.
- Recommend programming $11,916,000 in Surface Transportation Program funds for the Route 101/23 Improvement project, of which $4,000,000 represents funds reserved for this project prior to the 2012 Mini Call for Projects, and $7,916,000 are funds newly-authorized as part of MAP-21.
- Support the request for an AB 3090 cash reimbursement agreement with the City of Thousand Oaks, for reimbursement of $17,668,000 in City funds with future State Transportation Improvement Program (STIP) funds.

BACKGROUND:

The Rice/101 Interchange Improvement project being implemented by the City of Oxnard has experienced a significant cost savings, largely due to the construction contract being awarded significantly below budget. Since the construction funding package originally included $30,449,000 in Proposition 1B Trade Corridor Infrastructure (TCIF) funds provided by the California Transportation Commission, that Commission in February deallocated $16,255,000 of the TCIF funds for the project as a result of the cost savings. Under the program policies adopted by the coalition of Southern California transportation agencies which developed the regional TCIF program, VCTC has the “first call” for use of any cost savings for another eligible TCIF project. However, the TCIF program requires that an eligible project be for goods movement improvements be ready to start construction by 2013, and have a 50% non-state match. In February the Commission reprogrammed $1,462,000 of this amount for the Hueneme Road Widening project in Oxnard. An additional $2,877,000 of the cost savings is needed to offset Ventura County’s share of the initial overprogramming that occurred when TCIF projects were first selected, leaving $11,916,000 available for an eligible project in Ventura County.

Based on preliminary discussions with CTC staff there is a strong possibility that the Route 101/23 project can be considered eligible for TCIF funding should the non-state match be available. Currently, the project is funded in Fiscal Year (FY) 2015/16 with $20 million in State Transportation Improvement Program (STIP) funds, $19.5 million in Surface Transportation Program (STP) funds, and a $500,000 Congressional earmark from several years ago. The guidelines for the 2012 Mini Call for Projects set aside $4 million to start saving STP funds so that $19.5 million would be available in FY 2015/16. As discussed in another item in this agenda, the passage of MAP-21 has resulted in the authorization of an estimated $10.5 million in STP funds not yet programmed by VCTC. Since STIP funds cannot count towards the required 50% TCIF match, staff recommends that $7,916,000 of the newly-authorized MAP-21 STP funds be committed for Route 101/23, which when added to the prior $4 million set aside will provide the required $11,916,000 match for the TCIF funds. The City of Thousand Oaks is willing to front the remaining $17,668,000 of the required funds, provided that the CTC approves an AB 3090 cash reimbursement agreement to reimburse the City in the future from STIP funds. The proposed funding plan is summarized in the attached table.

ATTACHMENT

PROPOSED EXPEDITED FUNDING PLAN
ROUTE 101 IMPROVEMENTS (PPNO 2291)
(Construction and Construction Support Phases)

Proposition 1B TCIF – Southern California Corridor	$11,916,000
Regional Surface Transportation Program – VCTC Apportionment from MAP-21	$11,916,000
City of Thousand Oaks General Fund Reserve with AB 3090 Cash Reimbursement Agreement from CTC	$17,668,000
FY 2010 Federal Earmark	$500,000
Total	$42,000,000

NOTES:

Prop 1B TCIF: Based on preliminary discussions among Consensus Group, it appears that up to $11,916,000 would be available for this project.

Regional STIP: The project currently has $20 million of Regional STP programmed in FY 2015/16. Up to $12 million of this amount can potentially be available now due to the passage of MAP-21.

Thousand Oaks: The AB 3090 cash reimbursement is from the $20 million programmed in the STIP for FY 2015/16. The reimbursement can be up to 100% federal funds. The remaining STIP balance would not be needed for the project, and VCTC would request to reprogram the funds in a future STIP.

Match Calculations -

The TCIF funds are matched with the $11,916,000 in Regional STP (50/50).

The Regional STP funds are matched with $1,544,000 of TCIF (88.53/11.47).

The AB 3090 reimbursement (assumed to be 100% federal funds) is matched with $4,542,000 of TCIF (80/20).

Item #7

September 20, 2012

MEMO TO: **TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

FROM: **STEPHANIE YOUNG, PROGRAM ANALYST**

SUBJECT: **OBLIGATION STATUS OF FISCAL YEAR 2011/12 SURFACE TRANSPORTATION PROGRAM (STP) FUNDS**

RECOMMENDATION:

- Provide status update on STP projects listed below

BACKGROUND:

Under federal law, STP, CMAQ, and TE funds apportioned to California lapse if they are not used within three years. AB 1012, which became law in October, 1999, applies the three-year lapsing rule to CMAQ and STP funds in each county. Earlier this summer, it became apparent that VCTC could have STP funds at risk of lapsing due to this three-year rule. At the same time, VCTC was approached by the Orange County Transportation Authority (OCTA), which was interested in borrowing up to $12 million in STP program capacity to help expedite a project in Orange County. The Commission approved this loan at its July 13, 2012 meeting. However, it is now uncertain whether the state will have the obligation authority available for OCTA to obligate these funds this fiscal year. VCTC will not know the status of the loan for the next couple of weeks.

If the loan does not take place, the STP apportionment balance will contain $5,221,804 scheduled to lapse if not obligated by November 1st. The following table lists the projects that are in the process of obligating funds with Caltrans Local Assistance. In order to avoid lapsing funds, the Simi Valley, Ojai, and Port Hueneme projects must be obligated, as well as the Oxnard East Ventura Boulevard project.

	Obligations	Balance
August 31, 2012 Amount subject to lapse		**$ 5,221,804**
Simi Valley - Street Rehabilitation	$ (1,905,242)	$ 3,316,562
Ojai - Road Resurfacing	$ (354,120)	$ 2,962,442
Port Hueneme - Street Rehabilitation	$ (370,000)	$ 2,592,442
Oxnard - East Ventura Blvd	$ (3,706,410)	$ (1,113,968)
Oxnard - Del Norte Blvd	$ (1,354,388)	$ (2,468,356)