



AGENDA

TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

Thursday, February 18, 2016, 11:00 a.m.

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

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.

- Item #1 CALL TO ORDER**
- Item #2 INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3 PUBLIC COMMENTS**
- Item #4 JANUARY 14, 2016 MEETING MINUTES – PG. 2**
 - Approve the January 14, 2016 meeting minutes.
- Item #5 STATUS OF FEDERAL CMAQ PROJECTS – PG. 4**
 - Review and update project schedules.
- Item #6 REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM – PG. 8**
 - Approve reprogramming Proposition 1B Transit Capital Funds.
- Item #7 ADA CERTIFICATION AND MILEAGE REIMBURSEMENT PROGRAM UPDATE – PG. 10**
 - Receive and file the monthly ADA Certification Services Report and Mileage Reimbursement Program update.
- Item #8 FEDERAL AND STATE FUNDING UPDATE – PG. 11**
 - Receive and file.
- Item #9 REGIONAL EMERGENCY RADIO COMMUNICATION PROJECT**
 - Receive and file a verbal report from Mike Houser and Ellen Talbo.
- Item #10 ADJOURN**

In consideration of our host, the City of Camarillo, please exit this meeting quietly through the Exit door located directly right of the Administrative Conference Room, not back through the front section of Camarillo City Hall. Thank you.

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

January 14, 2016

1. Call to Order

Chair Vanessa Rauschenberger called the meeting to order at 1:40 p.m. A quorum was present. Self-introductions were performed and the following people were present:

Andrew Lorenzana	CSU Channel Islands	Elizabeth Salgado	CSU Channel Islands
Vanessa Rauschenberger	Gold Coast Transit Dist.	Mark Robinson	LifeSigns
Shaun Kroes	Moorpark	Michael Culver	MMP, Inc.
Cynthia Daniels	Oxnard	Jason Lott	Port Hueneme
Joseph Briglio	SCAG	Chris Latham	Simi Valley
Mike Houser	Thousand Oaks	Juliana Fjeld	Tri-County GLAD
Kathy Connell	Ventura County	Ben Cacatian	VCAPCD
Aaron Bonfilio	VCTC Intercity Bus	Ellen Talbo	VCTC
Kara Elam	VCTC	Treena Gonzalez	VCTC

2. Introductions and Announcements

VCTC Intercity is having three Unmet Needs listening sessions coming up in Santa Paula, Moorpark and Oxnard. Staff asked member agencies to post the flyers at ticket sales windows. New fixed route schedules for the Valley Express service were provided to the group; changes to both fares and service apply effective January 18, 2016. The City of Moorpark will place into service two new CNG buses on January 15 and Moorpark City Council will be presented a recommendation at their January 20 meeting approve publishing an RFP for a Short Range Transit Study. SCAG's Executive Director will be presenting on their draft Regional Transportation Plan at the Ventura Council of Governments meeting at Camarillo City Hall Council Chambers at 5:00 p.m. on January 14. Gold Coast Transit has minor service changes occurring on January 24 and has released a joint-RFP with Thousand Oaks, Simi Valley and VCTC for automatic stop enunciators. Austin Novstrup, previously with Gold Coast Transit District, has accepted a position at the City of Ojai managing the Ojai Trolley. VCTC will be releasing an RFQ for updating its Coordinated Human Services Transportation Plan.

3. Public Comments

No public comments were made.

4. Election of Officers – Action

Kathy Connell moved to nominate Thousand Oaks as agency Chairperson (represented by Mike Houser). Vanessa Rauschenberger seconded the motion. No objections were made.

Kathy Connell moved to nominate Moorpark as agency Vice-Chairperson (represented by Shaun Kroes). Aaron Bonfilio seconded the motion. No objections were made. Mike Houser assumed his seat at Chairperson for the duration of the meeting.

5. December 10, 2015 Meeting Minutes – Action

Ben Cacatian noted a correction to item 8 of the meeting minutes in that the Air Pollution Control District was incorrectly referred to as the "Air Quality Control District". Shaun Kroes moved to approve the December 10, 2015 meeting minutes as corrected. Kathy Connell seconded the motion. Cynthia Daniels abstained from voting. The motion passed with no objections.

6. Mental Health Outreach Presentation

Juliana Fjeld provided a presentation on the Tri County GLAD's human services which including peer counseling, employment and information referral, independent living skills, job development, community education, mental health outreach and interpreter referral services.

7. Ventura County Revised Air Pollution Control District Draft Reasonably Available Control Measures Analysis

Ben Cacatian provided an update on the Air Pollution Control Districts (APCD) analysis of Reasonably Available Control Measures (RACM), which is under development as a component to the APCD's draft Air Quality Management Plan (AQMP). Comments regarding the RACM analysis should be submitted to Ben Cacatian by the next TRANSCOM meeting on Thursday, February 11, 2016. Ben Cacatian can be reached at ben@vcapcd.org.

8. ADA Certification and Mileage Reimbursement Program Update

MMP provided an update on ADA Certification Services. The December 2015 ADA Services Report, as well as a report on the Mileage Reimbursement Program (MRP) covering July 2015 through December 2015, was provided. To date, 67% of the ADA certification determinations made were unconditional. In November and December 2015, there was a noted slight decrease in ADA Certification evaluations and applications received. In December 2015, the Mileage Reimbursement Program encountered seventy eight claims total, received fifteen new applications and processed eight people through a volunteer-based Eligibility Determination Committee (EDC).

9. Adjournment – Action

Chair Mike Houser moved to adjourn the meeting at 3:16 p.m. The motion passed with no objections.



Item #5

February 18, 2016

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: STATUS OF FEDERAL CMAQ PROJECTS

RECOMMENDATION:

- Review and update project schedules.

DISCUSSION:

Under federal law, STP and CMAQ 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. It is important for VCTC to have an accurate schedule of STP and CMAQ projects to ensure that our region 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 and to manage the county's Obligation Authority (OA). (TRANSCOM only reviews the status of CMAQ projects, since VCTC has not programmed any STP for transit projects.)

VCTC staff has received some project status information from the local agencies and this information has been included in the spreadsheet provided. Staff requests the Committee review the table and inform staff of any revisions that should be made. It is particularly important to have the correct status information and schedule for projects in the current fiscal year (2015/16). For transit projects that are administered by FTA, the "Planned Obligation" column should contain the date that funds are expected to be transferred to FTA for inclusion in a grant. The current understanding is that the CMAQ transfers can occur as early as March due to the new FTA grant database coming online.

Item #5, Attachment

CMAQ PROJECTS FY 2015/16

Estimated Beginning Balance

(includes FY 15/16 apportionment)

\$ 23,948,297

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Countywide Transit Marketing	VCTC	VEN54070	Mar-16	\$500,000		Currently in 2015 FTIP
East-West Connector Service	VCTC	VEN150608	Mar-16	\$2,178,286		Currently in 2015 FTIP
Shelters and Stop Improvements	Ojai	VEN150611	Mar-16	\$199,193		Currently in 2015 FTIP
Downtown Trolley	Downtown Vta Partners	VEN150613	Mar-16	\$176,846		Currently in 2015 FTIP
Heritage Valley Bus Stops Impr	Santa Paula	VEN150610	Mar-16	\$82,500		Currently in 2015 FTIP
Countywide Transit Marketing FY17*	VCTC	VEN54070	Mar-16	\$500,000		Currently in 2015 FTIP
Wells Road - Nyland Acres Route	Gold Coast Transit	VEN150609	Apr-16	\$2,315,803		Currently in 2015 FTIP
Transit Management System	Simi Valley	VEN150612	Apr-16	\$292,100		Currently in 2015 FTIP
Moorpark Rd Impr PE	Thousand Oaks	VEN150622	Mar-16	\$87,480	PE Phase RFA in progress	Currently in 2015 FTIP
2nd Downtown Trolley*	Downtown Vta Partners	VEN150613	Apr-16	\$176,846		Currently in 2015 FTIP
Pleasant Valley Rd Bike Lanes PE*	Camarillo		Jun-16	\$500,000		Amendment submitted
Sheridan Way/Ventura River Bike Trail PE	S.B. Ventura	VEN110304	Jul-16	\$44,265		Currently in 2015 FTIP
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	Jul-16	\$102,975		Currently in 2015 FTIP
Bike facilities for NECSP	Oxnard	VEN130101	Jul-16	\$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 2015 FTIP
Arneill/Dunnigan Traffic Signal	Camarillo	VEN130106	Jul-16	\$200,000		Currently in 2015 FTIP
Hwy 126 Bike Path Gap Closure RW	S.B. Ventura	VEN031230	Jul-16	\$53,118		Currently in 2015 FTIP
C Street Bike Facilities	Oxnard	VEN130102	Jul-16	\$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	Currently in 2015 FTIP
Bike Trail in Railroad ROW	Santa Paula	VEN111102	Jul-16	\$1,110,000		Currently in 2015 FTIP
Sheridan Way/Ventura River Bike Trail CON	S.B. Ventura	VEN110304	Jul-16	\$177,060		Currently in 2015 FTIP
Hwy 126 Bike Path Gap Closure CON	S.B. Ventura	VEN031230	Jul-16	\$743,652		Currently in 2015 FTIP
Rose Ave Sidewalk CON	Oxnard	VEN120402	Jul-16	\$401,555		Currently in 2015 FTIP
Ventura Blvd Sidewalk CON	Oxnard	VEN120403	Jul-16	\$846,346		Currently in 2015 FTIP
Passenger Rail Ticket Vending Machines	SCRRA		Jul-16	\$900,251		Amendment required

CMAQ PROJECTS FY 2015/16**Estimated Beginning Balance**

(includes FY 15/16 apportionment)

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Oxnard Boulevard Bicycle and Pedestrian Facilities PE*	Oxnard	VEN150907	Jul-16	\$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.	Currently in 2015 FTIP
Rancho Rd Ped Impr PE*	Thousand Oaks	VEN150616	Jul-16	\$98,600	PE Phase RFA in progress	Currently in 2015 FTIP
Five Expansion Buses*	Gold Coast Transit		Jul-16	\$2,478,840		Amendment submitted
Five Points Improvements	Ventura	VEN150618	Jul-16	\$300,000		Currently in 2015 FTIP
Regional Ridsharing 16/17*	VCTC	VEN54070	Jul-16	\$443,000		Currently in 2015 FTIP
Las Posas Road Bike Lanes PE*	Camarillo	VEN150614	Jul-16	\$100,000		Currently in 2015 FTIP

Total obligations in FY 15/16 **\$15,971,923****Remaining balance** **-\$15,971,923****Lapsing Funds** **-\$16,871,872**

FY 2013/14	-\$16,871,872	Lapses October 1, 2016
FY 2014/15	\$8,321,872	Lapses October 1, 2017
FY 2015/16	\$8,550,000	Lapses October 1, 2018
TOTAL	\$0	

Item #5, Attachment (cont'd)

FY 16/17 and Beyond

Transportation Center Improvements*	Thousand Oaks		Apr-16	\$1,500,000		Amendment required
Bus Purchase*	Thousand Oaks		Apr-16	\$1,500,000		Amendment required
Las Posas Road Bike Lanes*	County	VEN150615	Nov-16	\$483,000	PE to begin 2/15/16; Env Clearance 8/15/16; E-76 by 11/30/16; Construction to begin 06-15-17	Currently in 2015 FTIP
Pleasant Valley Rd / E Fifth Str Impr	County	VEN130104	Jun-18	\$840,000	Design begin 06-01-16; Env Clearance 08-15-17; R/W Clearance 03-15-18; E-76 by 06-30-18; Construction to begin 09-15-18	Currently in 2015 FTIP
Rio Real School Ped Improvements	County	VEN150619	Sep-16	\$280,000	PE to begin 1/15/16; Env Clearance 7/15/16; E-76 by 09/30/16; Construction to begin 03-15-17	Currently in 2015 FTIP
Camarillo Heights School Ped Improv	County	VEN150621	Sep-16	\$400,000	PE to begin 1/15/16; Env Clearance 7/15/16; E-76 by 09/30/16; Construction to begin 03-15-17	Currently in 2015 FTIP
Ojai Ave / Maricopa Ped Impr	Ojai	VEN150620		\$500,000		Currently in 2015 FTIP
Moorpark Rd Impr Con	Thousand Oaks	VEN150622		\$483,200		Currently in 2015 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.	Amendment requested
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.	Amendment requested
Las Posas Road Bike Lanes*	Camarillo	VEN150614		\$231,988		Currently in 2015 FTIP
Rancho Rd Ped Impr*	Thousand Oaks	VEN150616		\$723,000		Currently in 2015 FTIP
Pleasant Valley Rd Bike Lanes*	Camarillo			\$1,713,250		Amendment required
Santa Ana Road Bike Lanes*	County	VEN150617	RTIP Amendment - Shift \$56K from PE to Con Phase \$854K for a grand total of	\$910,000	Design in process; Env Clearance 05-15-16; R/W Clearance 12-15-16; E-76 by 03-2017; Construction to begin 06-15-17	Currently in 2015 FTIP

*Shelf List Projects



Item #6

February 18, 2016

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: REVISION TO PROPOSITON 1B TRANSIT CAPITAL PROGRAM

RECOMMENDATION:

Recommend the Ventura County Transportation Commission approve reprogramming Proposition 1B Transit Capital Funds as follows:

- Reprogram project balances along with any accrued interest, approximately \$10,000, from the City of Moorpark Bus Procurement Project to the Metrolink North Parking Lot Project.
- Reprogram City of Simi Valley project balances and accumulated interest, approximately \$84,000, from the Metrolink Parking Lot Construction Project to the Proposition 1B Paratransit Replacement Van (2) Project.
- Reprogram project balances and accumulated interest from the City of Simi Valley Paratransit Replacement Van (5) Project to purchase a sixth vehicle.
- Reprogram Gold Coast Transit Replacement Bus Project balances and accumulated interest to purchase two additional buses.

DISCUSSION:

The City of Moorpark has an estimated \$10,000 of remaining interest from the Bus Procurement Project and would like to use these funds along with any additional accrued interest for the construction of the Metrolink Station North Parking Lot Project which requires additional funding to complete.

The City of Simi Valley recently completed the construction of the Metrolink Station Parking Lot Project which received \$550,000 in PTMISEA Transit Capital Grant Funds. The project came in under budget and has a balance of \$78,513 with an additional estimated \$5,290 in interest remaining. The City would like to apply the remaining funds and any accrued interest to the PTMISEA 2010-11 CNG Paratransit Replacement Van(2) Project to purchase three vehicles instead of two as proposed in the scope of work. Additionally, the City of Simi Valley would like

to use cost savings from the Proposition 1B Replacement Paratransit Van Project (5) to purchase a sixth vehicle.

Finally, costs for Gold Coast Transit's (GCTD) Proposition 1B project to purchase 11 replacement buses were less than anticipated. Therefore, Gold Coast will be able to purchase two expansion buses with the project savings. GCTD would like to use the remaining funds and any accrued interest to purchase the two additional buses.

It is recommended that TRANSCOM recommend approval of reprogramming Proposition 1B Transit Capital Funds as requested by the City of Moorpark, City of Simi Valley and Gold Coast Transit.



Item #7

February 18, 2016

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT
PROGRAM UPDATE**

RECOMMENDATION:

- Receive and file the monthly ADA Certification services report and Mileage Reimbursement Program update.

DISCUSSION:

The January 2016 ADA Certification Services Report from Mobility Management Partners will be emailed as a separate attachment.

MMP received Section 5310 funding to expand its services to include the development and implementation of a pilot volunteer driver mileage reimbursement program in cooperation with the Area Agency on Aging and other agencies serving the needs of the county's senior population. MMP will provide an oral update on the Mileage Reimbursement Program (MRP).



Item #8

February 18, 2016

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: FEDERAL AND STATE FUNDING UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Federal Issues

On December 4th, President Obama signed the Fixing America's Surface Transportation (FAST) Act, authorizing the federal transportation program for five years. This act is the first long-term reauthorization act since 2005. Total authorized funding over the 5-years of the act totals \$305 billion, including \$225 billion for highway programs, \$61 billion for transit, \$8 billion for Amtrak, and the remainder for various miscellaneous programs. The total authorized funding gradually increases from the current \$41 billion per year, to \$47 billion in Fiscal Year (FY) 2020, a 15 percent increase, which is projected to slightly outpace inflation.

One particularly noteworthy FAST provision addresses specifically the funding of freight improvements, which has been a long-time legislative priority of the southern California region. The new Formula Freight program is funded at \$6.3 billion, while a new competitive Nationally Significant Freight and Highway Projects Competitive grant program funded at \$4.5 billion. The formula funds are distributed among the states based on their overall share in the rest of the federal transportation program, and California will have to decide how to distribute its share of the funds which will be approximately \$115 million per year, with one possibility being to use the same procedure as was done under the Proposition 1B Trade Corridor Improvement Fund program. The competitive program will generally be for projects with a cost of over \$100 million, with a 10% set aside for smaller projects. VCTC staff believes that Port of Hueneme Access Corridor, which includes the proposed Rice Avenue Bridge, could be eligible for the formula or competitive small projects funds, but it remains to be seen under what criteria these funds will be distributed. However, the FAST act provides that the competitive grant program will require

a 40% match, with other federal funds such as Surface Transportation Program (STP) allowed to provide up to half of this match requirement. Although the availability of local match for these projects may be a challenge in Ventura County because of the lack of a local transportation revenue source, the Rice Avenue Bridge project will at least have the advantage of the environmental clearance already being well underway using the Surface Transportation Program (STP) funds programmed by VCTC for that purpose.

Generally speaking, the FAST act continues the programs without significant changes. The Section 5339 Bus and Bus Facilities Program has been increased to include a competitive grant program in addition to the previous formula program, with the competitive grants authorized at \$268 million for FY 2016, increasing to \$344 million by FY 2020. There has also been a significant boost (15.7% in the current year) to the Section 5337 State of Good Repair program, for which in SCRRA is the only eligible operator in Ventura County.

There are changes to FTA procurement requirements, with the domestic content requirement increasing to 60% in FY 16/17, 65% in FY 18/19, and 70% in FY 19/20. There is also a provision to facilitate purchasing of transit vehicles from state schedules.

One other item of particular interest is that the FAST Act contains language specifically allowing the complementary paratransit fare in Los Angeles County to be no more than double the regular transit fare as determined by an averaging methodology rather than trip-by-trip. As the Committee will recall, VCTC had commented on a FTA notice regarding a proposed exemption to the trip-by-trip interpretation requested by Access Services. The provision in the FAST Act means that Access Services can use the averaging method, and there is no further decision for FTA to make. However, staff understands the FAST provision only applies to Los Angeles County and not elsewhere.

Attachment A provides a Caltrans “discussion draft” analysis of the transit provisions of the FAST Act, and Attachment B provides a federal government estimate of the apportionments to be received by Ventura County’s two large urban areas. To VCTC’s knowledge there has not yet been a breakdown of apportionment amounts by FTA fund type, and staff anticipates that most of the increase for Ventura County will fall under Section 5337 and thus can only be used for rail. Further information on this act is available on specific FAST Act websites maintained by FTA (<http://www.fta.dot.gov/FAST.html>) and Caltrans (http://www.dot.ca.gov/hq/transprog/map21/map21_reauthorization.html); note that despite the wording of its address this website now addresses FAST).

State Issues

Last year Governor Brown called a special session of the Legislature to address transportation funding, and also introduced a recommended transportation funding package for consideration. As part of the special session, Senate Transportation & Housing Committee Chair Jim Beall (D-San Jose) introduced SB 1x1 which contains his transportation funding proposal. On January 6th, Assembly Transportation Committee Chair Jim Frazier (D-Oakley) introduced his proposal, AB 1591. The Governor this month as part of his proposed state budget reintroduced without change his transportation proposal from last year. Attachment C provides a summary from the California Transportation Commission of these transportation proposals which are somewhat similar but provide different amounts of new funds. Since all proposals require increased revenues, a two-thirds vote of the Legislature is required, and thus far there has been no progress on that front.

Absent Legislative action, transportation revenues will continue to drop significantly due to the drop in fuel prices. Based on the estimates in the Governor's proposed budget, the California Transportation Commission at its January meeting revised the fund estimate to require that \$754 million be removed State Transportation Improvement Program (STIP). Given that VCTC already took an action to remove \$17 million for Route 101 and Route 118 widening environmental documents from FY 16/17 of the STIP and advance that work using Surface Transportation Program funds apportioned to VCTC, there are no currently-funded STIP projects subject to deprogramming in Ventura County. However, the statewide loss of STIP capacity will further delay the eventual availability of funds to start construction of new projects.

Of more direct impact to transit, the Governor's budget also forecast that total State Transit Assistance funding will be \$315 million, nearly 20% less than in the FY 2015/16 budget. Furthermore, the State Controller recently changed its interpretation the STA formula, creating uncertainty as to how the funds will be apportioned among agencies. The California Transit Association is still trying to get information from the State Controller on the meaning of the changed interpretation, but even without the State Controller's action the amount of transit funding available to Ventura County is likely to be significantly reduced due to the lowered statewide STA.

FAST ACT Action Plan
12/15/15 BT-SZ

Pre-Decisional Discussion Draft FAST Act Fact Sheet

Prepared by: Brian Travis, Office of Federal Transit Grants
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Date: January 15, 2016

Subject: FAST Act – Title III – Public Transportation and Title XI – Rail

Statement:

On December 4, 2015 President Obama signed the *Fixing America's Surface Transportation Act*, also known as the “FAST Act”. Transit programs generally continue to operate as they did under MAP-21, but the Act promotes a full reinstatement of the Buses and Bus Facilities Competitive Grant program and a new “rural set-aside”, both under the 5339 program. The FAST Act also brings more funding to transit in virtually every program. However, while the FTA’s overall program continues to grow, DRMT’s Federal program is experiencing staffing challenges, which have been cited as “inadequate” by FTA program reviewers for the last three consecutive triennial State Management Reviews.

TITLE III – PUBLIC TRANSPORTATION

California’s Estimated Annual Allocation - All FTA Programs:

<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
\$1,253,984,980	\$1,317,468,210	\$1,343,523,066	\$1,371,460,841	\$1,399,901,100	\$1,428,800,364

California’s Estimated Annual Allocations – By Program:

Section 5307:

<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
\$772,531,268	\$787,222,716	\$803,489,963	\$821,163,064	\$839,248,298	\$857,546,557

Section 5310:

<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
\$28,367,467	\$28,878,081	\$29,455,643	\$30,074,211	\$30,711,784	\$31,362,874

Section 5311:

<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
\$27,488,728	\$27,912,279	\$28,537,073	\$29,202,242	429,887,339	\$30,587,306

Section 5339:

<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>
\$66,768,810	\$61,804,057	\$63,318,572	\$64,938,982	\$66,606,353	\$68,307,713

Pre-Decisional Discussion Draft

Nationally the total authorized funding for FTA programs is \$61.1 billion over the life of the bill. Between 2015 and 2020 FTA's program increases from \$10.7 billion to \$12.6 billion.

Recommendation:

- 1) Promote new Governor's designations;
- 2) Promote State enacting legislation (if any) and;
- 3) Promote resource implementation plan identified below.

GOVERNOR'S DESIGNATIONS

The vast majority of California's federal transit funding (\$1.3 billion + annually) has, and will continue to flow directly to large urban areas. However, DRMT is currently the Governor's Designated Recipient (DR) for rural, small urban and some large urban areas for the 5310 program, for the rural 5311 program, and for all of the rural and small urban 5339 program. DRMT does anticipate minor changes to the large urban area designations that are currently filed by the Governor with FTA for the 5310 program, and for the Tahoe area, which now has a special "large urban" designation under the FAST Act. DRMT will initiate these changes, and re-designate for those that are not changing. Consultation with the current 5310 DR's and the Tahoe Region has already begun. This activity will require the Division to prepare a Governor's Office Issue Memorandum (GOIM) and a set of letters for the Governor's signature.

DRMT also continues to be the Governor's DR for small urban area 5307 funds under MAP 21. We do not anticipate any changes to current designations. However, the FTA has long-established program/project administrative protocol in place. These protocol are two very simple administrative functions that DRMT must employ: 1) DRMT concurrence with MPO programming concurrence for small urban area 5307 funds; and 2) "PINNING" small urban 5307 grants in FTA's grant management database. These activities are not currently resourced, but do take up some DRMT staff time. Contract and project management continues – as it has under prior federal reauthorizations, between the direct recipient (transit agencies) and the FTA. DRMT therefore does not see any impact from the FAST Act on current DRMT 5307 responsibility.

The Fast Act also directs state governors to continue designating large urban areas as the DR under the section 5307, 5337, and 5339 programs. DRMT must therefore respect boundaries set forth by the FAST Act, the Governor, and FTA. DRMT will yield FAST Act implementation for these programs to large urban areas. These DR's will be working directly with the FTA and organizations such as the California Transit Association to promote legislation, administrative activities and tools necessary for successful FAST Act implementation in large urban areas. Caltrans DRMT will engage these discussions through the Department's FAST Act Implementation Working Group, offer input, and determine cross-functional activities that may exist between transit stakeholders. For this reason the rest this document promotes focus for those programs for which DRMT is directly responsible as Designated Recipient, while offering commentary for other Caltrans programs that may affect DRMT programs.

Planning Provisions

Sec. 1201. 5303 Metropolitan Transportation Planning- Intercity, intermodal and vanpool transportation has been incorporated into the planning context to expand the opportunity for transit agency, intercity bus operators, ports and commuter services agencies so that they may be represented and participate in the planning process. **DRMT encourages the Division of Transportation Planning to**

Pre-Decisional Discussion Draft

market and utilize the language from this Section to help foster multi-modal collaboration at the state, regional, metropolitan and rural planning scales.

Sec. 1202. 5304 Statewide and Non-metropolitan Transportation Planning - Transit agency, intercity bus operators, ports and commuter services agencies are called out to be represented and participate in statewide and rural planning process. **DRMT encourages the Division of Transportation Planning to market and utilize the language from this Section to help foster multi-modal collaboration at the state, regional, and rural planning scales.**

FEDERAL TRANSIT PROGRAM PROVISIONS

Sec. 3004. 5307 - The Urbanized Area Formula program grows at a modest rate, starting at \$772,531,268 in FY 2015 and rising to \$857,546,557 in FY 2020. As described above, DRMT does not foresee any impact to the 5307 program. **No new actions will be required for DRMT.**

Sec. 3006. 5310 – There is modest growth for the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program starting at \$28,367,467 in FY 2015 and rising to \$31,362,874 in FY 2020 (total California apportionment). This growth should encourage the 5310 Program at Caltrans to continue monitoring subrecipient use of toll credits in-lieu of local match, and potentially continue petitioning the Department of Finance (DOF) and the legislature to increase funds available to the “Mass Transportation Revolving Account (MTRA). This Account is used to advance procurement of 5310 vehicles. The Account was originally created in the 1970’s with a one-time infusion of Public Transportation Account funds (\$1 million). Since that time the 5310 program has grown significantly. The Program is funding more ADA accessible buses, and these buses are more expensive. Calculating for inflation, the MTRA simply does not have the purchasing power that it once had. DRMT has tried to increase funding to this Account for the past two years, but the DOF denied the request and stated that the issue needed to be fixed/accomplished legislatively. Legislation was proposed, but it died. Should toll credits - which there are currently ample, decline, the 5310 program may not have enough capital resources to advance the purchase of 5310 vehicles – a core function of the Division. **An increase to the MTRA is a smart, strategic step that should be given consideration.**

The 5310 program should also be aware:

1. That States and local government entities operating public transit services are clarified in the FAST Act as eligible direct recipients of Section 5310 assistance.
2. That the dissemination of “best practices” becomes a statutory activity for FTA under a new Section 5310(i). **DRMT’s 5310 program should be directed to devote staff time to 5310(i) in order to determine best practice 5310 scenarios for California.**
3. That the FAST Act created a *Pilot Program for Innovative Coordinated Access and Mobility*. A total of \$15.25 million is authorized nationally for projects that assist in financing innovative transportation for the disadvantaged, and improve the coordination of transportation services and non-emergency medical transportation services. Grants for these types of projects could be awarded to 5310 subrecipient agencies in California (unknown), upon which time DRMT could be assigned administrative responsibility. However, it is DRMT’s perception that these grants will be managed by FTA headquarters.
4. That the FAST Act requires the Interagency Transportation Coordinating Council on Access and Mobility established under Executive Order No. 13330 to publish a new federal strategic plan that:

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- Outlines the roles and responsibilities of each Federal agency with respect to local transportation coordination, including nonemergency medical transportation;
- Identifies a strategy to strengthen interagency collaboration;
- Addresses any outstanding recommendations made by the Council in the 2005 Report to the President relating to the implementation of Executive Order No. 13330, including a cost-sharing policy endorsed by the Council; and recommendations to increase participation by recipients of Federal grants in locally developed, coordinated planning processes;
- To the extent feasible, addresses recommendations by the Controller General concerning local coordination of transportation services;
- Examines and proposes changes to Federal regulations that will eliminate Federal barriers to local transportation coordination, including non-emergency medical transportation; and
- Recommends to Congress changes to Federal laws, including chapter 7 of title 42, United States Code that will eliminate Federal barriers to local transportation coordination, including nonemergency medical transportation.

While there may not be any near-term impact from the *Pilot Program* or the *Strategic Plan*, the 5310 program should be encouraged to follow both efforts to determine appropriate DRMT and 5310 subrecipient engagement. **There may be future action for the DRMT 5310 program and/or its subrecipients that are associated with these national activities.**

Sec. 3007. 5311 - The Rural Area Formula program is funded at \$27,488,728 in FY 2015, growing to \$30,587,306 in 2020. The Rural Transit Assistance Program (5311(b)) is also continued, funded at \$366,011 in 2015 and growing to \$405,454 in 2020. The FAST Act does not promote any significant administrative change for these Programs, so **no new actions are anticipated**. However, the 5311 program should note that additional sources of eligible “non-federal” matching funds are established, including cash from non-governmental sources and advertising sales (both of which previously were not allowed as matching funds).

Sec. 3016 and 3017. 5339 – The FAST Act provides a significant increase in funding for the Bus and Bus Facilities Program, which is largely due to the reinstatement of a new Bus and Bus Facility Competitive Grant Program. Nationally, the Bus and Bus Facilities Formula Program increases from \$428 million in FY 2015 to \$465 million in FY 2020. The FAST Act also provides \$268 million in FY 2016 for Bus and Bus Facility Competitive Grants, which grows to \$344 million by FY 2020. This is a 62.5 percent increase over the current, overall 5339 funding in the first year, and an 89 percent increase over the life of the Bill.

The Bus and Bus Facilities formula apportionment for California is approximately \$66,768,810 in FY 2015, and grows to \$68,307,713 by FY 2020. DRMT currently administers approximately \$7,400,000 (formula) for the small urban area recipients, and the State’s \$1,250,000 discretionary component (MAP 21 funds). When FTA publishes FAST Act apportionment tables for this program, DRMT could see the small urban Program formula component grow 62.5% to \$12,025,000. The discretionary component grows to \$1,750,000, and there is a new competitive program for which an apportionment is not yet known, and 10 percent will be set-aside for rural projects.

Other 5339 points:

- The FAST Act also allows 5339 recipients in a specific state to pool their formula funds to accommodate larger scale procurements. This should promote procurement efficiencies for the Division’s Procurement Branch, for which they have been preparing.

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- The FAST Act 10 percent rural set-aside from the competitive bus program includes a cap. Not more than 10 percent can be awarded to a single grantee.
- The FAST Act allows states to submit statewide applications for bus needs.

5339 Problem Statement: After MAP 21 became law FTA Region IX and the American Association of State Highway Transportation Officials (AASHTO's) Standing Committee On Public Transportation (SCOPT) openly acknowledged that Congress did not write any language into MAP 21 to identify state-level administrative resources. However, state DOT's were identified in MAP 21 as the designated recipient for small urban and discretionary 5339 program funds. This has not changed, and DRMT is not currently resourced in any way to deliver the 5339 program. Given the 5339 programs projected, steady increase in overall funding over the next 5 years (89% nationally), **DRMT Management should consider preparing a finance letter and BCP to obtain administrative resources. This Program needs staff to administer the program.**

Sec. 3019 - Innovative procurement – Sec 3019 applies to any recipient or subrecipient of assistance under Chapter 53 of Title 49, United States Code. The FAST act authorized provisional changes that will reduce the barriers for transit agencies to develop and enter into leasing arrangements for public transportation equipment or facilities by removing existing regulatory requirements that have impeded the authority of transit agencies seeking to reduce long-term capital costs. DRMT has been aware of the planning efforts to improve these processes for procurement, and has been preparing for associated change. The Division therefore does not see any impact to its current Procurement Program and foresees **no new action.**

Buy America Provisions - The FAST Act increases the made in America – “Buy America” content requirement for transit rolling stock. It grows from the current level of 60 percent to 65 percent in 2018 and 70 percent by 2020.

Transit product procured through State transit procurement program is currently exceeding the FAST Act's sunset year standard for procurement of U.S. made product for Buy America and foresees this percentage will increase over the life of the Bill. The sunset standard is 70% by year 2020. DRMT is procuring American made products at 72%. **No new action.**

Sec. 3018. 5338 - Obligation ceiling. This Section of the FAST Act sets obligation limits for funding made available from the Mass Transit Account (MTA) of the Highway Trust Fund (HTF). The total of all obligations from amounts made available from the MTA of the HTF are:

- \$9,347,604,639 in fiscal year 2016;
- \$9,733,706,043 in fiscal year 2017;
- \$9,733,353,407 in fiscal year 2018;
- \$9,939,380,030 in fiscal year 2019;
- \$10,150,348,462 in fiscal year 2020.

DRMT does not anticipate any issues with the obligation ceiling. **No new action.**

Sec. 3028 – Grants for Positive Train Control (PTC). The FAST Act authorizes \$199 million from the Mass Transit Account of the HTF for installation of PTC; awarded competitively; 80 federal share; only recipients of funds under “transit” are eligible. DRMT does not anticipate being a direct grantee for urban area rail PTC. **No new action.** More information on PTC is identified under Title XI – Rail, below.

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TITLE XI - RAIL PROVISIONS

Comments and analysis on aspects of the Rail Program were made in the December 11, 2015 letter to the Caltrans Executive Board from Legislative Affairs. A number of these are summarized here and additional sections that could affect the Rail Program are included.

Sec. 11101 – Authorization of Grants to Amtrak. This section of the FAST Act authorizes \$8 billion in funding for Amtrak grants for the FY 2016-2020: \$2.6 billion is authorized for Amtrak projects associated with the Northeast Corridor and \$5.5 billion for projects on the Amtrak National Network.

Sec. 11102 – Consolidated rail infrastructure and safety improvements. Authorizes general fund appropriations under the Act while **Sec. 11301** creates a new competitive grant program for improvement of passenger and freight rail transportation. Large variety of potential applicants including states, multistate compacts, subdivisions of states, Amtrak, railroads, TRB, UTCs or rail labor unions. Preference to projects with 50% or less federal funds, but can be up to 80% federal. 25% to rural areas. Total of \$1.1 billion for improvements to freight and passenger rail including safety, Positive Train Control (PTC), efficiency, reliability and workforce development and training. Wide variety of possible projects. Projects related to congestion relief, multimodal connections, grade crossings and regional rail are included. Projects to be identified by secretary.

Sec. 11103 – Federal-State partnership for state of good repair authorizes general fund appropriations for federal-state State of Good Repair grant program under **Sec. 11302** of this Act. Specifically this section creates new federal competitive grant program for capital projects to reduce backlog of needed repair for intercity rail projects to improve performance. Preference to projects where Amtrak not sole applicant, federal share not over 50%, and which take into account variety of cost-benefit analyses. Maximum federal share is 80%. Together with **Sec. 11103** authorizes \$997 million for projects.

Sec. 11104 – Restoration and enhancement grants. Authorizes general fund appropriations under **Sec. 11303** of this Act. It creates a new competitive grant program for the purpose of initiating, restoring or enhancing intercity rail passenger transportation. Applicants can be states, interstate compacts, state publicly chartered agencies, political subdivisions of states, or Amtrak or railroad in partnership with at least one of above. Priority to restore Amtrak service. \$20 million per year FY 2016-FY2020.

Additional sections on railroad safety are provided in sections relating to railroad-highway grade crossings, PTC and corridor speeds. **Sec. 1108 - Rail-highway grade crossings** increases funds for rail-highway grade crossings a modest amount. California will get \$82.1 million over five years, with increase from current \$15.5 million annually to \$16.2 million. **Sec. 11401. Highway-rail grade crossing safety.** After FRA development of model state-specific action plans, these plans will be distributed to each state for implementation of the state highway-rail grade crossing action plan. The action plan to include identification and evaluation of rail-highway grade crossing safety risk and identifying strategies for improving safety. **Sec. 3028 – Authorization of grants for positive train control** makes \$199 million available from Mass Transportation Account in FY 2017 to assist in financing the installation of PTC. Other FTA funds will have to be reduced to allow \$199 million obligated or obligation limits raised. **Sec. 11406 – Speed limit action plans** requires that carriers providing intercity or commuter service survey

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their systems and identify locations requiring 20mph speed reductions for curves, bridges or tunnels. This information should already be catalogued by California rail operators.

Several sections relate to Amtrak service which could affect California. **Sec. 11204 – State-supported route committee.** This section requires U.S.D.O.T. to establish a State-Supported Route Committee to promote mutual cooperation and planning pertaining to Amtrak's operation of state-supported routes. Additional sections which relate to Amtrak corridor planning are **Sec. 11206 – Route and service planning decisions** – which requires Amtrak, within 180 days of enactment of the FAST Act to hire an independent entity to develop objective methodologies for route planning, and **Sec. 11307 – Competition** which provides that within 18 months of enactment, U.S.D.O.T. shall implement a pilot program for competitive selection for the privatization of not more than three Amtrak long distance routes.

Environmental considerations are found in **Sec. 11503 – Efficient environmental reviews.** Requires U.S.D.O.T. to apply environmental streamlining measures of 23 USC to rail projects. **Sec. 1312** allows U.S.D.O.T. grant recipients to provide funds to agencies that would expedite environmental review and permitting. **Sec. 1309** – California can apply to conduct and make approvals for projects under state environmental laws rather than NEPA.

Other sections which affect Amtrak and state-supported corridors are **Sec. 11212 – Station development**, which requires Amtrak, within 180 days of enactment of the FAST Act to report to Congress on options to enhance the economic development and accessibility of its stations. Since Amtrak operates at 61 stations on state-supported corridors this would affect state-supported service on all three corridors. With **Sec. 11213 - Amtrak boarding procedures** the stations of Los Angeles, Sacramento and San Diego would be surveyed. This section requires a report to Congress on boarding procedures at 15 busiest stations, including bicycles. It also requires a boarding comparison to commuter/metro procedures.

Other sections which could impact California include **Sec. 11309 – Large Capital Project Requirements.** Requires that with a request for grants of more than \$1 billion, the applicant must demonstrate specific non-federal share requirements and financial plan submission. Another is **Sec. 11315 – Miscellaneous Provisions.** Requires that state rail plan be resubmitted to the Secretary every four years for acceptance instead every five years for reapproval.

A section which does not focus primarily on the passenger rail program but that could have an effect on the passenger program is **Sec. 1116 – National Highway Freight Program.** The new National Highway Freight Program will focus on movement of freight on the National Highway Freight Network. Funding will range from \$1.15 billion in FY 2016 to \$1.5 billion in FY 2020. California to receive an annual average of \$117 million. 10% can be used for non-highway projects (freight rail and ports). Since state-supported service for all three state-supported corridors is found on tracks of both the Union Pacific and BNSF Railway any projects funded by this section for the freight railroads could affect passenger service.

**TOTAL ESTIMATED FAST-AUTHORIZED FUNDING FOR VENTURA
COUNTY LARGE URBAN AREAS**

	FY 2015	FY 2016	FY 2017	FY2018	FY 2018	FY 2019
Oxnard/ Ventura	\$13,656,785	\$14,392,112	\$14,663,711	\$14,950,773	\$15,203,006	\$15,502,206
Thousand Oaks/ Moorpark	\$5,854,910	\$6,321,912	\$6,441,215	\$6,567,311	\$6,678,107	\$6,809,579

Preliminary Comparison of Three Transportation Funding and Reform Proposals as of January 8, 2016

Funding	SB 1x1 (Beall) as of Aug 25, 2015	AB 1591 (Frazier) as of Jan 6, 2016	Governor's Proposal from Sep 6, 2015
Gas Excise Tax Increase	12 cents (\$2b)	22.5 cents (\$3.5b)	None
Price-Based Excise Tax Adjustment Reset	17.3 cents (\$900m)	17.3 cents (\$900m)	18 cents (\$900m) ¹
- <i>CPI adjustment</i>	<i>Every 3 years</i>	<i>Every 3 years</i>	<i>Every year</i>
Diesel Excise Tax Increase	22 cents (\$600m)	30 cents (\$800m)	11 cents (\$300m)
- <i>CPI adjustment</i>	<i>Every 3 years</i>	<i>Every 3 years</i>	<i>Every year</i>
Vehicle Registration Fee Increase	\$35 (\$1b)	\$38 (\$1b)	None
Road Access Fee/Highway User Fee	\$35 (\$1b)	None	\$65 (\$2b)
ZEV-specific Fee	\$100 (\$25m)	\$165 (\$35m)	None
- <i>Total Vehicle Fee Increase</i>	<i>\$70 (\$170 for ZEVs)</i>	<i>\$38 (\$203 for ZEVs)</i>	<i>\$65</i>
Greenhouse Gas Reduction Fund (Cap & Trade)	None	TIRCP ² from 10% to 20% (\$200m)	TIRCP - \$400m
		TCIF – 20% (\$400m)	Complete Streets - \$100m
Weight Fees	None	Returned immediately ³	None
General Fund Loan Repayments	Over 3 yrs, to RMRA ⁴	Over 2 yrs, directly to locals	By 6/30/19, to various accts
Caltrans Efficiencies	Up to 30% (\$500m)	None	\$100m
Estimated Total Annual Funding Increase⁵	~ \$6 billion	~ \$7 billion	~ \$3.7 billion

¹ The Governor's proposal doesn't reset the price-based excise tax until the 2017-18 fiscal year.

² Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

³ The weight fees would not be transferred from the State Highway Account and instead be available for traditional uses including SHOPP, STIP, and local roads through existing formulas. Therefore they are not included in the Estimated Total Annual Funding Increase, but would result in roughly \$1 billion more funding.

⁴ The Road Maintenance and Rehabilitation Account, created in SB 1x1.

⁵ Roughly estimated, annualized over ten years. Figures may not add up due to rounding.

	SB 1x1 (Beall) as of Aug 25, 2015	AB 1591 (Frazier) as of Jan 6, 2016	Governor's Proposal from Sep 6, 2015
Expenditures			
Gas Excise Tax Increase	RMRA	RMRA	-
Diesel Excise Tax Increase	10 cents to RMRA 12 cents to TCIF	All to TCIF	RMRA
CPI Adjustment Revenues	To the respective programs	To the respective programs	RMRA
Vehicle Fee Increases	RMRA	RMRA	RMRA
Greenhouse Gas Reduction Fund (Cap & Trade)	-	\$200m to rail and transit \$400m to TCIF	\$400m to rail and transit \$100m to complete streets
General Fund Loan Repayments	RMRA	Cities and Counties	Various accounts
Total Annual Expenditures on:			
Road Rehab and Maintenance	\$5.5 billion	\$5.8 billion	\$2.9 billion
Freight Mobility	\$500 million	\$1.2 billion	\$200 million
Rail and Transit or Complete Streets	-	\$200 million	\$500 million
Expenditure Split Between State/Local Needs	52% state/48% percent local	55% state/45% percent local	50% state/50% percent local
Accountability and Reforms			
Reporting to the Commission	Both Caltrans and the locals report to the Commission on the efficacy of expenditures from the RMRA	-	Both Caltrans and the locals report to the Commission on the efficacy of expenditures from the RMRA
Local Maintenance of Effort Requirements	Included	Included	Included
Commission Allocation of SHOPP Support Costs	Requires by Feb 2017	Requires by Feb 2017	-
COS State Staff vs. Contract Staff	-	-	80%/20% by Jul 2020
CM/GC Project Delivery	-	-	Expands authority for Caltrans from 6 to 12 projects
Public Private Partnerships Project Delivery	-	-	Extends sunset from 2017 to 2027
CEQA Exemption	-	-	Exempts projects in existing rights of way in certain circumstances
NEPA Delegation	-	-	Eliminates the sunset
Regional Advance Mitigation Program	-	-	Included