



AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

Thursday, July 17, 2014, 9:00 a.m.

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

- Item #1 CALL TO ORDER**
- Item #2 PUBLIC COMMENTS**
- Item #3 APPROVAL OF APRIL 17, 2014 MEETING MINUTES – PG. 2**
- Item #4 CALTRANS LOCAL ASSISTANCE UPDATES**
Receive updates from Caltrans Local Assistance Staff.
- Item #5 REVISIONS TO OXNARD CMAQ FUNDS – PG. 6**
Recommend shifting \$131,000 from the Victoria Avenue Bus Stops in the City of Oxnard to the Oxnard Boulevard Bike Path.
- Item #6 ASSIGNMENT OF ACTIVE TRANSPORTATION PROGRAM – PG. 7**
Recommend approval of scores and letter to Caltrans for Active Transportation Program (ATP) project applications in Ventura County.
- Item #7 FUTURE CALL FOR PROJECTS – PG. 11**
Discuss future call for projects for federal funds.
- Item #8 PENDING FEDERAL TRANSPORTATION FUND INSOLVENCY – PG. 16**
Receive and file information on pending Federal Transportation Fund insolvency.
- Item #9 HOT LANES STUDY UPDATE– PG. 20**
Review and provide comment on initial Route 101 High-Occupancy Toll (HOT) Lane's financial feasibility analysis.
- Item #10 ROUTE 101 WIDENING ORAL PRESENTATION**
Receive oral presentation from Caltrans Project Manager, Ravi Ghate.
- Item #11 FUTURE AGENDA ITEMS**
Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Congestion Management Program

Highway Monitoring Cameras Demonstration Project

Route 1 Re-routing to Rice Avenue, Oxnard

Bicycle Wayfinding Project

VCTC/CTC Programming Procedures Revision

Item #12 ADJOURN

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

April 17, 2014

Item # 1 Call to Order

Vice Chair Tom Mericle of Ventura called the meeting to order at 9:01 a.m. The following people were present:

Fred Bral	Caltrans
Chris Jensen	Caltrans
Robert Wong	Caltrans
Morris Zarbi	Caltrans
Bill Golubics	Camarillo
Thang Tran	Camarillo
Dave Klotzle	Moorpark
Jason Samonte	Oxnard
Chris Birkelo	Port Hueneme
Mike Tohidian	Thousand Oaks
Tom Mericle	Ventura
Ben Emami	Ventura County
David Fleisch	Ventura County
Ben Cacatian	VCAPCD
Peter De Haan	VCTC
Kara Elam	VCTC
Claire Johnson-Winegar	Gold Coast Transit
Mohammed Hasan	Hasan Consultants

Item # 2 Public Comments

No public comments were made.

Item # 3 Approval of March 20, 2014 Minutes

Dave Klotzle of Moorpark moved to approve the March 20, 2014 minutes. Chris Birkelo of Port Hueneme seconded the motion and it passed unanimously.

Item # 4 Caltrans Local Assistance Updates

Morris Zarbi of Caltrans advised that the Active Transportation Program (ATP) Guidelines have been published (http://www.catc.ca.gov/programs/ATP/2014_ATP_Guidelines_adopted_032014.pdf) and Toll Credit Guidelines will be published soon. Chris Jensen, Senior Transportation Engineer of Caltrans Office of Project Delivery Accountability was introduced by Morris Zarbi of Caltrans, who explained that the Request for Authorization (RFA) packages sent to Caltrans Local Assistance are submitted to and authorized by Chris Jensen, who then forwards the package to the Federal Highway Administration (FHWA) to be obligated. Morris Zarbi of Caltrans asked all Agencies to send RFA submittal packages prior to the early August deadline. Peter De Haan of VCTC noted that the Highway Trust Fund might become insolvent before the end of the fiscal year and asked Agencies to please submit invoices expeditiously. Tom Mericle of Ventura mentioned that the Caltrans ATP meeting on April 8 was well received by his

staff however they have questions regarding signal warrants. Robert Wong of Caltrans Local Assistance gave updates on the following:

- Caltrans projects that, due to budget, nine positions in District 7 might be cut next fiscal year.
- Caltrans Head Quarters, in the future, might have more oversight on consulting contracts.
- Construction Change Orders (CCO) should be closely monitored, especially if they increase the number of working days on a project.
- If any Ventura County Agency cannot deliver a project that has been obligated, let Caltrans know immediately.

Item # 5 Revision to Thousand Oaks CMAQ Funds

Stephanie Young of VCTC presented this item. The staff recommendation was to shift \$250,000 of CMAQ funds from the City of Thousand Oaks Hillcrest Bike Lanes Project, to its Erbes Road Project, which is partially funded from CMAQ from the 2012 Mini Call for Projects. Dave Fleisch of Ventura County asked what delays have occurred and Mike Tohidian of Thousand Oaks responded that the Hillcrest Bike Lanes Project is being phased in as it was initially eight miles long with different concepts, however, community input has been received regarding improvements, striping, etc. and warrants more community outreach. Peter De Haan of VCTC clarified that funds for the Hillcrest Bike Lanes Project were not yet obligated. Morris Zarbi of Caltrans said they have to revalidate the National Environmental Policy Act (NEPA) documentation if there are changes in project scope or limits. Ben Cacatian of VCAPCD noted that Transportation Improvement Program (TIP) guidelines require that, if funds are shifted from a project and that project has a certain amount of mileage, it has to go through a Transportation Control Measure (TCM) substitution process that includes a Conformity Working group. Mike Tohidian of Thousand Oaks said that, at this time, there is no change in scope or mileage. Dave Klotzle of Moorpark moved to approve the staff recommendation; a voice vote was taken and it passed unanimously.

Item # 6 Route 101 Project Study Report

Peter De Haan of VCTC presented this item, which is a continuance of discussion from the March TTAC Meeting. A hand out with a flow chart of the Project Schedule Process was provided to the group for review. Peter De Haan of VCTC explained that at the March TTAC meeting, Caltrans officials attended and provided additional clarification on the Traffic Engineering Performance Assessment (TEPA), Project Study Report-Project Development Support (PSR-PDS) and the Level of Service (LOS) conflicts between Auxiliary Lanes and High Occupancy Vehicle (HOV) Lane alternatives presented in the PSR-PDS. At the March meeting, Staff had circulated a summarized document of all information and discussion points to the TTAC Subcommittee for comments, feedback and further discussion. David Fleisch of Ventura County emphasized that Staff and the Subcommittee should clarify to the Commission why or how the information Caltrans presents within the PSR-PDS would suggest the alternative that costs more is less effective regarding LOS. Peter De Haan of VCTC explained that Caltrans provided LOS only for the existing General Purpose (GP) freeway lanes, HOV lanes are not included. Tom Mericle of Ventura confirmed the LOS is not for the entire facility and asked if a request to Caltrans can be made to provide LOS for the entire facility, additionally suggesting an additional request for GP and HOV Lane volume projections. David Fleisch of Ventura County advised that the Commission is interested in movement through the county and wants to know what the impact on the traveling public will be, further suggesting that the author of Caltrans TEPA is at the Commission meeting when Staff and the TTAC Subcommittee present their analysis and recommendations. David Klotzle of Moorpark noted that the LOS Caltrans presented is a range of LOS, over a period of time and suggested an ideal alternative could be simply adding Auxiliary Lanes or a combined alternative that includes Auxiliary Lanes. David Fleisch of Ventura County agreed that Auxiliary Lanes could be phase one of the project and there could be two

ideal alternatives combined that the Project Approval Environmental Document (PAED) would support. Peter De Haan of VCTC noted that Right of Way has to be determined and included as well, and reconfirmed that:

- The analysis will be completed (reviewed, with feedback) in a timely manner so as to be presented to the Commission as an item on the May 9 Agenda.
- That Staff will request the author of Caltrans TEPA attend the May 9 Commission Meeting.
- That Staff will request from Caltrans volume projections and LOS for the entire facility.

Tom Mericle of Ventura confirmed he can attend the May 9 Commission meeting as the Chair of the TTAC Subcommittee. David Fleisch of Ventura County made the motion to approve Staff's version of the summarized discussion, for circulation to TTAC Subcommittee, with the inclusion of TTAC meeting discussions and subsequent final comments from the TTAC Subcommittee. David Klotzle of Moorpark seconded the motion and it passed unanimously.

Item # 7 Future Agenda Items

The Highway 101 Widening in Thousand Oaks and La Conchita and Highway Monitoring Cameras Demonstration Project should occur at the next meeting.

Item # 8 Vice Chair Tom Mericle adjourned the meeting at 9:40 a.m.



Item #5

July 17, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

SUBJECT: REVISION TO OXNARD CMAQ FUNDS

RECOMMENDATION:

- Recommend shifting \$131,000 from the Victoria Avenue Bus Stops in the City of Oxnard to the Oxnard Boulevard Bike Path.

BACKGROUND:

The Oxnard Boulevard Bike Path was awarded \$341,000 in Congestion Mitigation and Air Quality (CMAQ) funds in the SAFETEA-LU Call for Projects. The City of Oxnard also received \$374,962 in CMAQ funds from the 2012 Mini Call for Projects for the Victoria Avenue Bus Stops. Due to cost increases in construction of the Oxnard Boulevard Bike Path, the city would like to shift \$131,000 CMAQ from the Victoria Bus Stops project to the Oxnard Boulevard Bike Path.



Item #6

July 17, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

SUBJECT: ACTIVE TRANSPORTATION PROGRAM REGIONAL PROJECT SCORES

RECOMMENDATION:

- Recommend approval of scores for Active Transportation Program (ATP) project applications in Ventura County.
- Approve attached letter to Caltrans in support of ATP project applications in Ventura County.

BACKGROUND:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and by Assembly Bill 101 (Chapter 354, Statutes of 2013) to fund projects that increase and promote bike and pedestrian trips. The California Transportation Commission (CTC) adopted guidelines for the 2014 ATP on March 20, 2014. This initial call for projects includes three years of apportionments (FY 2012/13 through FY 15/16) to be allocated over two years (FY 14/15 and 15/16). Per the guidelines, agencies applied to Caltrans for funding from the statewide portion of ATP funds by May 21, 2014. Caltrans is currently reviewing these applications and will assign scores to each of the projects based on the CTC guidelines. Projects that are not selected for funding by Caltrans will be passed on to SCAG and the other Metropolitan Planning Organizations (MPOs) around August 2014. VCTC will not know project scores until that time.

DISCUSSION:

Per the SCAG regional guidelines, VCTC is able to add up to 10 points to the Caltrans-assigned scores to projects for being consistent with local and regional plans within the county. The 10 points will put consistent plans in a better position to compete against other Ventura County projects that did not receive Caltrans ATP funds. VCTC adopted the following ATP scoring criteria for the project applications within Ventura County on March 20, 2014:

- 10 points for projects that have been approved by the VCTC in a prior Call for Projects and do not currently have funding programmed, and,
- 0 points for projects that have not been approved by the VCTC in a prior Call for Projects or have been approved in a prior VCTC Call for Projects but have funds already programmed.

In the case that some projects within Ventura County are not selected to receive funding from the statewide portion of ATP funds, they will be eligible for the VCTC proportion of SCAG ATP funds, which is equal to \$1,983,000 for this round of funding. VCTC received requests totaling \$10,584,389. The project that qualifies for an additional 10 points is the Santa Paula 10th Street Bike and Pedestrian Improvement project. This project had been previously awarded Transportation Enhancement (TE) funds in a VCTC Call for projects but does not have funding programmed due to the end of the TE program. Ten points will be added to the score that Caltrans assigns to this project.

Agency	Title	ATP Request	Total Project Cost	VCTC Points Assigned
Oxnard	Vineyard Ave. Bike Lanes	\$ 659,940	\$ 745,440	
Oxnard	Oxnard Blvd Bike Lanes	\$ 1,215,000	\$ 1,372,000	
San Buenaventura	Westside Pedestrian and Bike Facility Improvements	\$ 1,500,000	\$ 1,500,000	
San Buenaventura	Bike Path Crossing Safety Beacons	\$ 377,000	\$ 426,000	
Santa Paula	10th St. Bike and Ped Improvements	\$ 577,000	\$ 577,000	10
Simi Valley	Arroyo Simi Greenway Bike Trail Phase 3	\$ 1,177,449	\$ 1,330,000	
Thousand Oaks	Rancho Road Ped & Bike Safety Enhancements	\$ 909,000	\$ 1,027,000	
Thousand Oaks	Ped& Bike Safety Improvements at Various Locations	\$ 1,466,000	\$ 1,656,000	
Ventura County	Camarillo Heights Elementary School/Somis Elementary School	\$ 578,000	\$ 625,000	
Ventura County	Rio Real Elementary School	\$ 365,000	\$ 400,000	
Ventura County	Las Posas Rd. Bke Lanes (South)	\$ 610,000	\$ 690,000	
Ventura County	Santa Ana Road Pavement Widening and Bike Lanes	\$ 1,150,000	\$ 1,300,000	
TOTAL		\$ 10,584,389	\$ 11,648,440	

Staff will inform SCAG about the addition of the 10 points to the Santa Paula 10th Street project and will work with SCAG to develop the funding list for the VCTC portion of ATP funds based on total project scores. The Commission will review and approve this list at the October 2014 meeting.

Caltrans has also informed staff that VCTC can make recommendations or provide input to the CTC regarding projects within Ventura County. Staff recommends that the Commission approve the attached letter to CTC in support of the project applications we have received.

ATTACHMENT

Teresa McWilliam
Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Ms. McWilliam,

The Ventura County Transportation Commission (VCTC) is pleased to recommend the attached list of projects to receive Active Transportation Program (ATP) funding. VCTC has reviewed each of these project applications and can confirm that each one achieves the goals of the ATP to increase the proportion of biking and walking trips and promote safety and public health, especially in disadvantaged communities. Of the 12 projects within Ventura County, two are pedestrian enhancements which will increase visibility of pedestrians to oncoming vehicular traffic and two are Safe Routes to Schools projects. The remaining eight are bike lanes or combinations of bike and pedestrian enhancements. Many of these projects help to close gaps in bike lane networks, making bike trips more feasible and convenient for residents and visitors in the surrounding areas.

Seven of attached projects are located within or are a benefit to disadvantaged communities. The approval of these projects would increase biking and walking in areas of Ventura County that have high percentages of children who qualify for free school lunches or that have a median income below the state median.

The VCTC hopes that Caltrans will take these points in to consideration when evaluating the projects. If you have any questions, please feel free to contact Stephanie Young of my staff at (805) 642-1591, extension 108.

Sincerely,

Darren M. Kettle
Executive Director

Agency	Title	ATP Request	Total Project Cost
Oxnard	Vineyard Ave. Bike Lanes	\$ 659,940	\$ 745,440
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Ventura County	Santa Ana Road Pavement Widening and Bike Lanes	\$ 1,150,000	\$ 1,300,000
		\$ 10,584,389	\$ 11,648,440



Item #7

July 17, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: FUTURE CALL FOR PROJECTS

RECOMMENDATION:

- Discuss future call for projects for federal funds.

BACKGROUND:

VCTC has periodically done calls for projects for funds made available by the federal government for highway, transit, bicycle, pedestrian and enhancement projects. Typically, the timing of these calls has been based on the federal fund authorizations, so there was, for example, a call for projects associated with the passage of the SAFETEA-LU act for programming the six years' of funds included in that act. As the Committees may recall, after SAFETEA-LU expired there were several short term authorization extensions followed by MAP-21, a two-year act which expires September 30th. Since Congress only has until the end of July to pass a new authorization, it appears increasingly likely that for now all that will be accomplished is a short-term extension until sometime after the November election. Recognizing that it often takes a significant amount of time to deliver a transportation project after a funding commitment is made, there needs to be a decision soon about what projects to program against the funds that will likely soon be authorized.

Another potential issue is that VCTC had loaned STP and CMAQ funds that were repaid with new funds in 2013, so there is an extra-large amount of funds that will lapse October 2015. All of these prior funds are already programmed to projects, but if a significant number of old projects are delayed beyond October 2015, there could be a lapse of funds. However, should some new projects be programmed that quickly use funds, then the old balances would be drawn down sooner and there would be less potential for a fund lapse.

DISCUSSION:

Each of the past calls for projects has included three funding categories made available for VCTC to program, namely Surface Transportation Program (STP), Congestion Mitigation and

Air Quality (CMAQ), and Transportation Enhancement (TE). However, as described in the following fund summaries, CMAQ is the only remaining fund that is available for inclusion in a call for projects.

STP: There was about \$10 million in the FY 13/14 Ventura County apportionment under MAP-21. STP funds can be used for a variety of transportation capital projects, including highways, streets, bicycle, pedestrian, transit, and enhancements. In the past, VCTC's policy was to program approximately half of these funds through the call for projects for regionally-significant projects, and to program the other half to local jurisdictions for projects such as street rehabilitation. However, the Comprehensive Transportation Plan, adopted by the Commission in September, 2013, included a policy that STP funds would be combined with STIP and applied to the state highway priority list, since STIP funding has been reduced and the only way to fund any significant highway project in a reasonable timeframe is to apply all of the STP funds as well as STIP. This policy has been used as the basis for recent state highway project planning work in which it was stated that there would be approximately \$100 million available for a state highway improvement project as early as 2022. Accordingly, STP funds are no longer available for local streets and roads.

CMAQ: There was about \$9 million in CMAQ apportioned to the county in FY 13/14. CMAQ eligibility is limited to projects with a demonstrated air quality improvement, including bicycle and pedestrian facilities, traffic flow improvements such as signal and intersection improvements but not new general traffic lanes, transit capital improvements associated with added transit service, High-Occupancy Vehicle lanes, ridesharing marketing, transit marketing, and the operation of new or increased transit. The Comprehensive Transportation Plan provided that CMAQ funds would continue to be used for the same purposes as in the past.

TE: In past years VCTC generally received \$1 million in TE funds, but MAP-21 replaced TE with the Transportation Alternatives Program (TAP), and the state then adopted legislation consolidating TAP with the state's new Active Transportation Program (ATP). The state's process requires that all ATP applications be submitted to Caltrans with no role for regional agencies in the application process.

Since there is no multi-year authorization, it would be prudent to limit the any program commitment to the funds available through FY 2014/15. As a result of this limitation, as well as the availability of no other funds than CMAQ, any call for projects would be relatively limited in scope.

Another issue that must be considered is the status of replacement buses. Last year it was decided based on the "fix it first" philosophy to give priority to replacing buses on schedule, and so VCTC requested transit operators to provide information on upcoming bus replacement requirements. VCTC then programmed all of the remaining Proposition 1B Bus Capital funds, and approximately half of the FY 2013/14 CMAQ funds, to provide the needed bus replacements. As a result, the only federal funds remaining for bus replacement are limited surplus FTA Section 5307 funds, and CMAQ funds which can be used to buy alternate-fueled vehicles. Now, VCTC has included in the scope of the Short-Range Transit Plan the preparation of a transit capital replacement schedule, which will provide VCTC for the first time with a schedule of future needs and resources for bus replacement. This information will start to become available in the next few months but meanwhile it is not known how much CMAQ will be needed in support of adequate bus replacement.

Attached for the committee's review is the prior call for projects CMAQ guidelines.

**REVISED CMAQ FUNDING
PROJECT SELECTION GUIDELINES
FOR VENTURA COUNTY
(FOR MINI CALL PURPOSES)**

CMAQ funds are used for projects which mitigate congestion and improve air quality. Types of eligible projects are as follows:

- Clean Fuel Bus Fleets and Support Facilities
- Improved Public Transit/Ridesharing
- Bicycle/Pedestrian Facilities
- Traffic Management / Congestion Relief Strategies
- Clean Fuel Fleet Subsidy Programs
- Other Projects that meet the screening criteria

Two sets of criteria are used to evaluate projects proposed for CMAQ funding. First, **Screening Criteria** will be used to determine if a proposed project is an eligible candidate. Projects which do not satisfy all of the screening criteria will not be evaluated any further. Second, **Selection Criteria** will be used to evaluate the relative merits of each project to determine what its score/priority ranking should be.

Screening Criteria

The screening criteria are divided into three categories. Proposed projects must meet **all** of these screening criteria in order to move to the next phase of the process.

1. Project Eligibility

- A. Proposed project is eligible for CMAQ funds (see list of eligible project types on page 4-5 of these guidelines)
- B. Project applicant is a city, the County, a transit operator, or other public transportation agency, or a non-profit organization capable of funding and delivering the project, or is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. Proposed project mitigates measurably improves air quality.

2. Planning Consistency

- A. Project is consistent with the goals and policies of the adopted RTP (i.e. SCAG's 2008 RTP).
- B. Project is consistent with the most-recently adopted general plan(s).

- C. Project is consistent with the most-recently adopted District Air Quality Management Plan.
- D. Traffic flow improvement projects must be on roadways eligible for federal funding, which include projects on rural major collectors (and above) and urban collectors (and above).
- E. Transit improvement projects must be consistent with the policies and standards in the adopted Congestion Management Program.

3. Financial Feasibility

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available.
- C. Project can be implemented within Federal delivery requirements.

Selection Criteria

There are eight selection criteria to be used to evaluate projects which have been found to meet the above screening criteria. Each of the criteria has a specific number of "points" assigned to them; these are maximums and as such 100 points represents a "perfect score" for any project.

Because a priority list of project categories has been established, it is difficult to evaluate projects across categories (i.e. how is a project to improve public transit compared to a traffic flow improvement, or a bicycle facility). Therefore, the criteria below provide a basic framework for ranking projects within each individual category. To a lesser extent, the criteria will help determine project "worthiness" and, in broad terms, the relative strength of each project.

In general, projects will be evaluated against each criteria to determine the degree to which they accomplish the stated goal or purpose.

A. Improve mobility. (0 to 25 points)

- Project improves mobility Up to 25 points
- Project does not provides mobility improvement 0 points

B. Improve air quality. (Based on consultation with APCD staff.) (0 to 25 points)

- Reduction in vehicle emissions Up to 25 points
- No reduction in vehicle emissions 0 points

C. Address multi-modal or HOV needs. (10 points)

- Project improves coordination between, and access to, more than one mode of travel or HOV 10 points
- Project provides little or no improvement to coordination between, or access to, more than one mode of travel or HOV 0 points

D. Funding Leverage (10 points)

- Applicant provides at least 20% local match over the required match 10 points
- Applicant does not provide at least 20% local match over the required match 0 points

E. Equitable Distribution of Funds (0 to 15 points)

- Funding the project moves a local jurisdiction closer to receiving an equitable share of funding. Up to 15 points
- Funding does not move local jurisdiction closer to receiving an equitable share of funding 0 points

F. Project Readiness (0 to 15 points)

- Funds can be obligated by Dec 31, 2012 15 points
- Funds can be obligated by April 30, 2013 5 points



Item #8

July 17, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: PENDING FEDERAL TRANSPORTATION FUND INSOLVENCY

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Since 2008 the federal government has used \$54 billion from the general fund to maintain the solvency of the Highway Trust Fund (HTF) account which funds the highway and transit programs through separate subaccounts. The latest of these transfers to the HTF occurred in 2012 and was intended to keep the fund solvent until the end of MAP-21 in September. However, the funds have been drawn down faster than anticipated and as a result for several months the Department of Transportation has been stating that the fund would drop below the prudent balance in mid-summer.

DISCUSSION:

On July 1st Secretary of Transportation Anthony Foxx sent identical letters to the head of each state Department of Transportation, indicating that unless Congressional action is taken to address the HTF insolvency, the reimbursements to the states will start to be reduced as of August 1st. The federal DOT has posted one of these identical letters to the states on-line and it is attached to this item (Attachment A). The letter also says that reimbursements for transit projects, which come from a separate account, could start to be restricted in the fall.

In response to this letter Caltrans Director Malcolm Dougherty issued the attached letter (Attachment B). Also, he participated in a July 2nd conference call with regional agencies in which he stated that Caltrans has sufficient cash to continue full reimbursement to "the projects," but "this can't go on forever."



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

July 1, 2014

Mr. John R. Cooper
Transportation Director
Alabama Department of Transportation
P.O. Box 303050
Montgomery, AL 36130

Dear Director Cooper:

I have previously written to let you know of the increasingly urgent state of the Highway Trust Fund. I now write to set forth the cash management procedures to be undertaken by the Federal Highway Administration in the event of a shortfall. Absent Congressional action, we will begin implementing these measures on August 1, 2014.

As I stated in my June 19 letter, the Department will continue to take every possible measure to fully reimburse your State for as long as we can. However, as we approach insolvency, the Department will be forced to limit payments to manage the reduced levels of cash available in the Trust Fund. This means, among other things, that the Federal Highway Administration will no longer make "same-day" payments to reimburse States.

We have attempted to provide states with the most equitable, straightforward approach possible for managing this crisis. To that end, we will distribute incoming funds in proportion to each State's Federal formula apportionment in this fiscal year. In addition, I am requiring the U.S. Department of Transportation to restrict travel and administrative spending until these issues are resolved.

These cash management procedures will begin on August 1, 2014, for programs funded out of the Highway Account, with States receiving notification of their first proportional share on August 11, 2014. This process will be repeated twice a month as additional tax receipts are deposited into the Trust Fund. At the beginning of each semi-monthly cycle, you will receive a new cash allocation. We will continue to administer this process until the Congress can reach a solution that provides adequate resources to the Fund. We may change some aspects of this process should an emergency situation arise or should a change be necessary to further protect the overall safety and efficiency of the national transportation system.

To assist you in this effort, I have asked the Federal Highway Administration to provide specific guidance on how it will implement this cash management plan. These details may be found on the U.S. Department of Transportation's website located at: <http://www.dot.gov/highway-trust-fund-ticker>. We hope this information will help you and your staff manage the process.

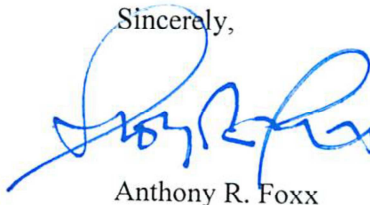
While this letter is specifically directed to State department of transportation officials, I am mindful that some of you either manage or allocate Federal funds to transit agencies within your State. In the event that the shortfall continues into the fall, the Mass Transit Account will also reach a critical point. Should that occur, the Department will be providing specific guidance on the Federal Transit Administration's approach in managing the resources available to transit agencies.

I believe the FHWA cash management plan is a sound one. It treats all States equitably and provides you with as much certainty as we can in a very uncertain situation.

There is still time for Congress to act on a long-term solution. Our transportation infrastructure is too essential to suffer continued neglect, and I hope that Congress will avert this crisis before it is too late. I urge you to stand with me in calling on Congress to ensure the solvency of the Highway Trust Fund while committing itself to a sound, bipartisan, and long-term solution that will ensure the stability of the surface transportation system of our Nation for the next several years.

If I can provide additional information on this matter please feel free to contact me.

Sincerely,



Anthony R. Foxx

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

July 1, 2014

Dear Transportation Partners:

As has been communicated several times in recent months, the Federal Highway Trust Fund (FHTF) will reach insolvency around the end of August 2014, absent any action to correct the imbalance. The United States Department of Transportation (USDOT) has indicated that the FHTF would not be able to fully reimburse states for approved expenditures.

In a letter dated July 1, 2014, Secretary of Transportation Anthony Foxx communicated a plan to limit disbursements from the FHTF, in order to maintain solvency of the fund. In addition to limiting administrative expenses from the fund, Secretary Foxx will implement a straightforward approach effective August 1, 2014.

The amount of reimbursement for each state will be capped based on an analysis of total available funding, and each state's share of Federal Formula Apportionments. The USDOT will perform the analysis of the available funding twice per month, and each state will be informed of its share. States will receive only their share of funding, even if total billing exceeds the amount provided. This nuanced approach by the USDOT ensures that states with aggressive billing practices will not receive a higher share of the available funding.

Current year federal reimbursements to California have averaged \$320 million per month. Caltrans has estimated that revenues to the FHTF are enough to fund about 70% of cash flow commitments, but this estimate has not been verified by the USDOT. State's will learn the details of the cash flow solutions from the cash flow analysis prepared by the USDOT in accordance with the plan outlined by Secretary Foxx.

In a letter to Congress in June, I expressed the concern we all share over the state of the FHTF, and detailed the financial and economic impact to California. Caltrans continues to explore options to manage the cash flow disruptions caused by the FHTF crisis, but I remain hopeful that Congress will take action to provide adequate resources to the fund. We will continue to inform you of any updated information we receive.

Sincerely,

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*



Item #9

July 17, 2014

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: HOT LANES STUDY UPDATE

RECOMMENDATION:

- Review and provide comment on initial Route 101 High-Occupancy Toll (HOT) Lane's financial feasibility analysis.

BACKGROUND:

This past January VCTC awarded a contract to CDM Smith to evaluate the economic feasibility of HOT Lanes on Route 101. The contract was divided into two phases with the first phase to provide a sketch-level assessment to consider, on an order-of-magnitude basis, the financial feasibility. The second, phase, subject to further Commission approval, would provide a more detailed evaluation.

To help guide the study VCTC has convened a project TAC consisting of representatives of Caltrans, County Public Works Agency, and the cities of Ventura, Oxnard, Camarillo and Thousand Oaks. The committee has been meeting regularly and reviewed various CDM Smith work products including a Concept of Operations document and sketch-level traffic volume and revenue forecasts. The final work product of the first phase is the economic feasibility analysis which looks at the ability to finance corridor improvements based on the available revenue from tolls as well as the funds for the project identified in VCTC's Comprehensive Transportation Plan. At TTAC it is expected that all of the work products will be ready for review.