



AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

Thursday, February 18, 2016, 9:00 a.m.

Camarillo City Hall, Administrative Conference Room

601 Carmen Drive, Camarillo, CA 93010

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 ANNOUNCEMENTS**
- Item #3 PUBLIC COMMENTS**
- Item #4 JANUARY 21, 2016 MEETING MINUTES – PG. 3**
 - Approve the January 21, 2016 meeting minutes.
- Item #5 CALTRANS LOCAL ASSISTANCE UPDATES**
 - Receive updates from Caltrans Local Assistance staff.
- Item #6 DISCUSS ADDING A REOCCURRING ITEM TO FUTURE TTAC AGENDAS TO DEVELOP A LIST OF TOPICS OR ISSUES TO BE ADDRESSED AT THE QUARTERLY CALTRANS MEETINGS**
- Item #7 2016 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT – PG. 5**
 - Receive and file.
- Item #8 FEDERAL AND STATE FUNDING UPDATE – PG. 16**
 - Receive and file.
- Item #9 STATUS OF FEDERAL CMAQ/STP PROJECTS – PG. 21**
 - Review and update project schedules.

- Item #10 ACTIVE TRANSPORTATION PROGRAM – PG. 27**
- Consider reinstituting policy to reserve CMAQ match in FY 19/20 & 20/21 for proposed Active Transportation Program (ATP) projects.
- Item #11 POLICY FOR TDA ARTICLE 3 – PG. 31**
- Consider possible recommendation to Commission regarding policies for allocating TDA Article 3 Bicycle and Pedestrian funds.
- Item #12 FUTURE AGENDA ITEMS**
- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Congestion Management Program
- Item #13 ADJOURN**

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
January 21, 2016**

1. Call to Order

Chair Tom Mericle called the meeting to order at 9:07 a.m. A quorum was present. The following people were in attendance:

Fred Bral	Caltrans	Morris Zarbi	Caltrans
Robert Wong	Caltrans	Ken Matsuoka	Camarillo
Thang Tran	Camarillo	Al Gali	Moorpark
Jason Samonte	Oxnard	Christina Birdsey	Oxnard Harbor District
Kit Nell	Pt. Hueneme	John Ilasin	Santa Paula
Joe Briglio	SCAG	Kamran Panah	Simi Valley
Cliff Finley	Thousand Oaks	Tom Mericle	Ventura
David Fleisch	Ventura County	Ben Emami	Ventura County
Ben Cacatian	VCAPCD	Ellen Talbo	VCTC
Kara Elam	VCTC		

2. Introductions and Announcements

Self-introductions were performed.

3. Public Comments

No public comments were made.

4. Election of Officers – Action

David Fleisch moved to nominate Cliff Finley (Thousand Oaks). Cliff Finley moved to nominate Tom Mericle (Ventura). David Fleisch withdrew his initial motion and moved to second the nomination of Tom Mericle as Chairperson. The motion passed unanimously.

David Fleisch moved to nominate Cliff Finley (Thousand Oaks) as Vice-Chairperson. Jason Samonte seconded the motion. The motion passed unanimously.

5. November 19, 2015 Meeting Minutes – Action

David Fleisch moved to approve the November 19, 2015 meeting minutes. Cliff Finley seconded the motion, which passed with no objection.

6. December 17, 2015 Meeting Minutes – Action

David Fleisch moved to approve the December 17, 2015 meeting minutes. Al Gali seconded the motion, which passed with no objection.

7. 2016 TTAC Meeting Schedule Minutes – Action

Cliff Finley moved to approve the 2016 TTAC meeting schedule. Al Gali seconded the motion, which passed with no objection.

8. Caltrans Local Assistance Updates

Caltrans advised that funding for Active Transportation Program (ATP) project phases programmed in the current Fiscal Year (FY) needs to be allocated in the current Federal Fiscal Year (FFY) before being obligated. Caltrans needs to receive all of the required paperwork no less than sixty days prior to CTC meetings.

9. 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 Thursday, February 11, 2016. Ben Cacatian can be reached at ben@vcapcd.org.

10. Article 3 Non-Motorized Maintenance Funding – Action

Staff recommended options for allocating FY 15-16 Article 3 maintenance funding other than allocating the funding equally between eleven jurisdictions. Kit Nell suggested allocating all of the Article 3 funding based on population, allow the funding to be used for any eligible TDA Article 3 use and post guidance on the VCTC website. David Fleisch moved to approve the following:

- For FY 15-16, continue the current practice of allocating the Article 3 maintenance funding equally between eleven jurisdictions.
- That staff audit the annual Article 3 program.
- Review and discuss the program at the February TTAC meeting.
- Require that there be a method of verifying mileage before future allocations occur.

Kit Nell seconded the motion, which passed with no objection. Staff will send jurisdictions a table with GIS verified mileage for members to confirm is correct.

11. Future Agenda Items

Discussions regarding ATP Cycle 3 and Article 3 Non-Motorized Maintenance Funding will occur in February. An update regarding the Congestion Management Plan will occur as soon as possible.

12. Adjournment – Action

David Fleisch moved to adjourn the meeting at 10:15 a.m. Cliff Finley seconded the motion, which passed with no objections.



Item #7

February 18, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: 2016 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Recently, VCTC received a letter (attached) from the California State Association of Counties (CSAC) and the League of California Cities regarding the 2016 California Statewide Local Streets and Roads Needs Assessment survey. The Statewide Needs Assessment Report is produced biennially, is sponsored by many cities and counties of California, is managed by the Metropolitan Transportation Commission (MTC) and is completed with the help of survey responses from local jurisdictions.

Staff encourages all local jurisdictions to visit <http://www.savecaliforniastreet.org/> provide information and technical data pertaining to local streets and roads no later than March 18, 2016.



January 15, 2016

Darren Kettle
Executive Director
Ventura County Transportation Commission (VCTC)
950 County Square Drive, Suite 207
Ventura, CA 93003

RECEIVED
JAN 25 2016

Overnight Committee

Charles Herbertson
City of Culver City
Chairman

Jim Slery
City of Buena Park

Keth Cooke
City of San Leandro

Greg Kelley
Los Angeles County

Sandra Kischel
Santa Barbara County
Association of Governments

Steve Nowakowski
Santa Costa County

William Rinder
LA Metro

Theresa Romell
LARC

Mike Saylor
City of Palo Alto

Mike Woodman
Newbury County Trans. Comm.

Staff

Rony Gerdugo
Wynnon McKelvey
League of California Cities

Merrin Gerety
CEAC

Chris Lee
CSAC

SUBJECT: 2016 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

Dear Mr. Kettle:

As you may know, the 2014 Statewide Needs Assessment Report identified a funding shortfall of almost \$80 billion for local streets and roads pavement and non-pavement needs. The report assisted the California State Association of Counties (CSAC) and the League of California Cities (League) staff to advocate against, and avoid what could have been devastating cuts to local transportation funding over several state budget cycles (the 2014 report is available at www.SaveCaliforniaStreets.org).

Transportation funding for cities and counties is continually at risk in budget discussions between the Governor and State Legislature. We need to be vigilant and continue to make it clear to the Governor and State Legislators that there is a critical funding shortfall for Cities and Counties, and that there are detrimental consequences to deferring or reducing transportation funds.

As in the past, this project is being funded through contributions from stakeholders. Regional Transportation Planning Agencies (RTPAs) have provided half the cost, with cities and counties sharing equally in the remaining cost. It is essential that each agency contribute toward this study in order to demonstrate how critical this issue is to sustaining our state's transportation infrastructure.

An ongoing effort is needed to update the local streets and roads needs on a regular, consistent basis, much like the State does in preparing the State Highway Operation and Protection Program (SHOPP). NCE will assist us in performing the 2016 update of the Statewide Needs Assessment.

As our first step, letters have been sent to all cities and counties, addressed to the City Managers, Public Works Directors, City/County Engineers, pavement engineers, as well as the Finance Directors for help in filling out the survey.

We would like to get your assistance in encouraging your member jurisdictions to respond to this survey. Please ask them to fill out the online survey at www.SaveCaliforniaStreets.org. We have included the survey instructions for filling out the survey at the end of this letter for your information. Also enclosed is a list of agencies who did not respond to the 2014 survey in case you need more specific information on your jurisdictions.

Specific information we are collecting in the survey to determine the statewide needs include:

- Agency's contact information for both the technical as well as funding/financial projections.
- Technical data on pavements, bridges, safety, regulatory, and traffic needs (usually available from a pavement management plan).

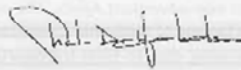
- Revenue/expenditure projections.

Our intent is to involve your organization/agency in the collection of this data every two years. We believe that to be successful in communicating the needs of local streets and roads in California, we need to have your active involvement.

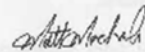
Our target date to obtain this data from the local agencies is no later than March 18th, 2016. Whatever assistance you provide in helping us meet that date would be greatly appreciated. Should you have any questions, please do not hesitate to contact me at (310) 253-5630 or charles.herbertson@culvercity.org, or Ms. Margot Yapp from NCE at (510) 215-3620 or at myapp@nce.net.

We appreciate your help in providing this information!

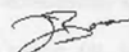
Sincerely,



Charles D. Herbertson, P.E., L.S.
Director of Public Works/City Engineer
Project Manager of Statewide Needs Assessment
City of Culver City/League of California Cities



Matt Machado, President
County Engineers Association of California
Director of Public Works
County of Stanislaus



Timm Borden, President
Public Works Officers Department
League of California Cities
Director of Public Works
City of Cupertino

Enclosures: Fact Sheet
Instructions for Online Survey
Agencies Who Did Not Respond to 2014 Survey



California Statewide Needs Assessment Project

www.SaveCaliforniaStreets.org

FACT SHEET

Why are we updating the 2014 study?

Transportation funding for Cities and Counties continue to be at risk.

The 2014 statewide needs study identified a funding shortfall of almost \$80 billion for local streets and roads (the final report is available on the www.SaveCaliforniaStreets.org website).

This update will help us once again with our efforts not just to protect our transportation funds, but to advocate for *increased* funding for local street and road maintenance.

Why is this update important?

Performing a needs assessment biennially will provide updated information to maintain and obtain transportation funding, similar to Caltrans. Hopefully, the information from this study will embed into the decision makers' minds the importance of maintaining sufficient transportation funding for local streets and roads. Additionally, we need to make it clear what the detrimental consequences are for deferring or reducing local street and road funds. This study is the only comprehensive and systematic statewide approach to quantify the needs for local streets and roads.



Study Achievements

The findings have been used to:

- Educate elected officials, policy- and decision-makers, and the public about the condition of the local transportation network and the funding needed. This study has been cited by many media sources and reports.
- Advocate against, and ultimately avoid, potential devastating cuts to local transportation funding over several state budget cycles.
- Proactively advocate for funding from the SB 375 implementation, Cap and Trade, and other sustainable transportation efforts.

How can Cities and Counties help?

Your help in 2014 made a difference; and we need your input again!

Please go to www.SaveCaliforniaStreets.org and login to our online survey to provide updates in the following categories:

- | | |
|-----------------------------------|--|
| ■ Contact Person from your Agency | ■ Safety, traffic, and regulatory data |
| ■ Pavement condition data | ■ Funding/expenditure projections |
| ■ Bridge data | |



California Statewide Needs Assessment Project

www.SaveCaliforniaStreets.org

FACT SHEET

We are anxious to begin the study, so please provide us with the contact person who is responsible for both the technical and funding information in your agency (see our contact information below). We will be in touch with them soon to obtain this information. The deadline for responding to this survey is **March 18th, 2016**.

Who is sponsoring this project?

Many cities and counties contributed funding to this study. The agencies listed below have accepted the leadership responsibility for completing this study on behalf of the cities and counties in California.

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- County of Los Angeles
- City of Culver City
- California Regional Transportation Planning Agencies (RTPA)
- Metropolitan Transportation Commission (MTC)
- California Rural Counties Task Force (RCTF)

The Oversight Committee is composed of representatives from each organization, with the City of Culver City (representing the League of California Cities) acting as the Project Manager. NCE is the consultant who will be performing the update. Oversight Committee members include:

Jim Biery, City of Buena Park
Keith Cooke, City of San Leandro
Charles Herbertson, City of Culver City
Greg Kelley, Los Angeles County
Sarkes Khachek, Santa Barbara County
Association of Governments
Steve Kowalewski, Contra Costa County
William Ridder, LA Metro
Theresa Romell, MTC
Mike Sartor, City of Palo Alto

Mike Woodman, Nevada County
Transportation Commission

Staff

Meghan McKelvey, League of California Cities
Rony Berdugo, League of California Cities
Merrin Gerety, CEAC
Chris Lee, CSAC

Who should I contact for more information?

Margot Yapp, Vice President
NCE
501 Canal Blvd., Suite I
Pt. Richmond, CA 94804
Tel: (510) 215-3620

Charles Herbertson, Director of Public Works/City Engineer
Project Manager
City of Culver City
9770 Culver Blvd.
Culver City, CA
Tel: (310) 253-5630



Collaboration. Commitment. Confidence.SM

Instructions for Online Survey

Step 1. Go to <http://www.savecaliforniastreet.org>. Click on the button that says "Click here to participate".



Step 2. On the login page, select the name of your agency from the dropdown list. If you responded to the 2014 or earlier surveys, the information you entered at that time will be shown so that you can update it. You will need your agency's login and password, which was mailed to you. If you do not have this information, please contact Mimi Liao at (510) 215-3620 or at mliao@ncenet.com.



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Step 3. Enter your name, then click "Next" to the main survey page.

Welcome to the Statewide Needs Assessment Survey

Enter Your Name

You have logged in as: Text.

If this is not the agency you will receive data for, please [logout](#) and start over.

Please enter your name:

Next

Step 4. There are six (6) parts in this survey (see image below). Click on each button to enter the relevant information. If you do not have all the information requested, skip to the next section.

Welcome to the Statewide Needs Assessment Survey

Welcome! Text.

NOTE: Data from previous surveys (2002-2014) has been retained for your convenience. Please update or change as appropriate.

You may log in and enter data in multiple times, and you may skip the survey, and then return to a report for your records.

This survey is composed of 6 parts. If you do not have all the information requested, skip to the next section. For example if you are not a traffic engineer, skip to the next section.

1. Contact Information

2. Streets and Intersections

3. Safety, Traffic & Regulatory Compliance

4. Bridges

5. Pedestrian/Bicyclist Requirements

6. Funding and Population Data

Are you ready to submit the survey as final? ☒ Yes

Print a copy for your records

Logout

Step 5. Once data entry is complete, you can view and print your entry by clicking on the "Print a copy for your records" button. If there are no more changes, select "Yes" on the "Are you ready to submit the survey as final?" question.

Step 6. Click "Logout" button when done.

**THANK YOU FOR YOUR
PARTICIPATION!**

Agencies Who Did Not Respond in 2014 (Sorted by County)	
Agency	County
Amador	Amador
Plymouth	Amador
Biggs	Butte
Chico	Butte
Gridley	Butte
Paradise	Butte
Williams	Colusa
Crescent City	Del Norte
South Lake Tahoe	El Dorado
Coalinga	Fresno
Firebaugh	Fresno
Fowler	Fresno
Fresno County	Fresno
Huron	Fresno
Kingsburg	Fresno
Mendota	Fresno
Orange Cove	Fresno
Parlier	Fresno
San Joaquin	Fresno
Orland	Glenn
Arcata	Humboldt
Brawley	Imperial
Calipatria	Imperial
El Centro	Imperial
Holtville	Imperial
Imperial	Imperial
Arvin	Kern
Bakersfield	Kern
California City	Kern
Delano	Kern
Kern County	Kern
Maricopa	Kern
Mcfarland	Kern
Ridgecrest	Kern
Shafter	Kern
Tehachapi	Kern
Avenal	Kings
Lemoore	Kings
Susanville	Lassen
Artesia	Los Angeles
Baldwin Park	Los Angeles
Bellflower	Los Angeles
Commerce	Los Angeles

Agencies Who Did Not Respond in 2014 (Sorted by County)	
Agency	County
Diamond Bar	Los Angeles
El Monte	Los Angeles
Hawaiian Gardens	Los Angeles
Hawthorne	Los Angeles
Hidden Hills	Los Angeles
Huntington Park	Los Angeles
Industry	Los Angeles
Irwindale	Los Angeles
La Puente	Los Angeles
Lynwood	Los Angeles
Maywood	Los Angeles
Monrovia	Los Angeles
Montebello	Los Angeles
Norwalk	Los Angeles
Rolling Hills	Los Angeles
San Dimas	Los Angeles
San Fernando	Los Angeles
San Gabriel	Los Angeles
Sierra Madre	Los Angeles
Signal Hill	Los Angeles
South Gate	Los Angeles
Temple City	Los Angeles
Walnut	Los Angeles
Chowchilla	Madera
Point Arena	Mendocino
Atwater	Merced
Dos Palos	Merced
Gustine	Merced
Livingston	Merced
Merced	Merced
Del Rey Oaks	Monterey
Gonzales	Monterey
King City	Monterey
Marina	Monterey
Monterey	Monterey
Pacific Grove	Monterey
Salinas	Monterey
Sand City	Monterey
Grass Valley	Nevada
Nevada City	Nevada
Portola	Plumas
Banning	Riverside
Beaumont	Riverside

Agencies Who Did Not Respond In 2014 (Sorted by County)	
Agency	County
Blythe	Riverside
Coachella	Riverside
Eastvale	Riverside
Indio	Riverside
Jurupa Valley	Riverside
Lake Elsinore	Riverside
Menifee	Riverside
Norco	Riverside
Palm Desert	Riverside
Perris	Riverside
San Jacinto	Riverside
Temecula	Riverside
Citrus Heights	Sacramento
Galt	Sacramento
Isleton	Sacramento
Barstow	San Bernardino
Grand Terrace	San Bernardino
Loma Linda	San Bernardino
Montclair	San Bernardino
Redlands	San Bernardino
Twentynine Palms	San Bernardino
Upland	San Bernardino
Carlsbad	San Diego
Imperial Beach	San Diego
National City	San Diego
Vista	San Diego
Escalon	San Joaquin
Ripon	San Joaquin
Tracy	San Joaquin
Arroyo Grande	San Luis Obispo
Atascadero	San Luis Obispo
El Paso De Robles	San Luis Obispo
Grover Beach	San Luis Obispo
Morro Bay	San Luis Obispo
Pismo Beach	San Luis Obispo
Guadalupe	Santa Barbara
Solvang	Santa Barbara
Capitola	Santa Cruz
Anderson	Shasta
Loyalton	Sierra
Dorris	Siskiyou
Etna	Siskiyou
Mount Shasta	Siskiyou

Agencies Who Did Not Respond in 2014 (Sorted by County)	
Agency	County
Live Oak	Sutter
Yuba City	Sutter
Red Bluff	Tehama
Dinuba	Tulare
Exeter	Tulare
Farmersville	Tulare
Woodlake	Tulare
Sonora	Tuolumne
Fillmore	Ventura
Marysville	Yuba
Wheatland	Yuba



Item #8

February 18, 2016

MEMO TO: TRANSPORTATION TECHNICAL 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. Further information on this act is available on the Caltrans FAST Act website 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 A 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. The reduced revenue due to the drop in fuel prices will also further reduce the local fuel tax subventions. Attachment B contains selections from a Caltrans presentation to the CTC on the tax revenue impacts of the drop in fuel prices.

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.

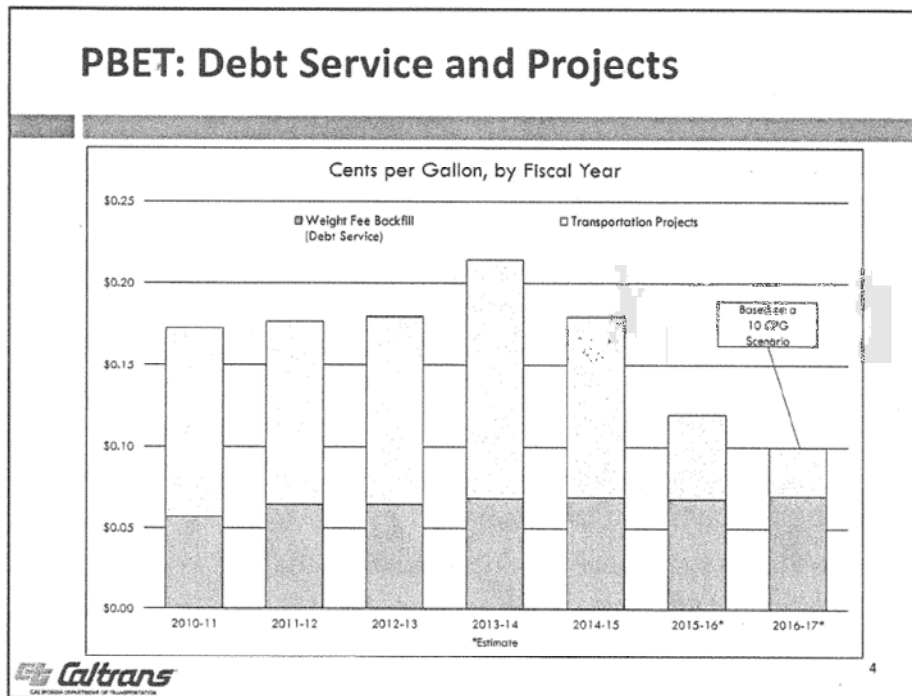
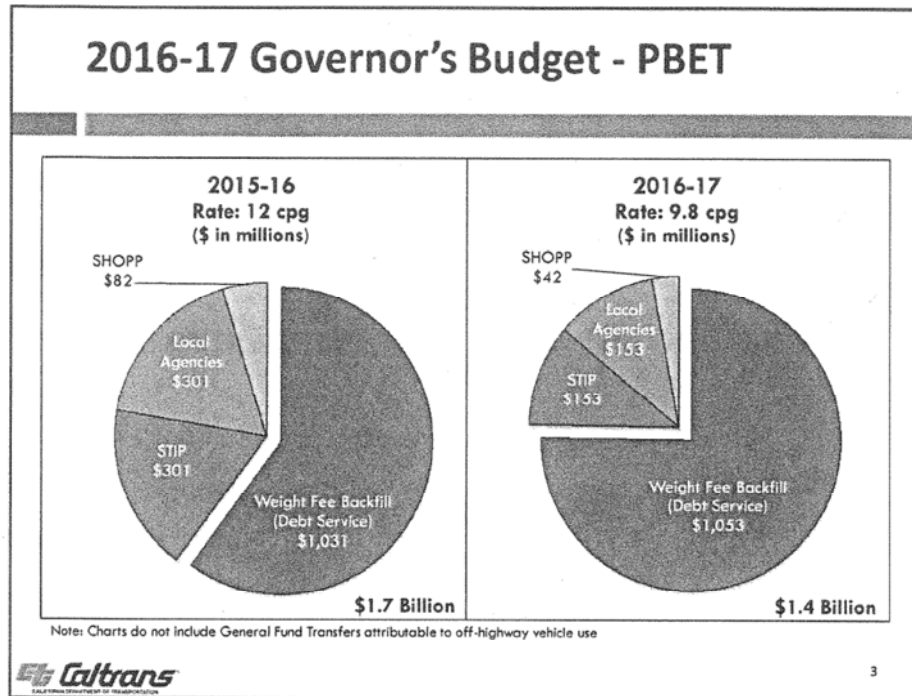
² Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

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





Item #9

February 18, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: STATUS OF FEDERAL CMAQ/STP 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 Obligational Authority (OA).

VCTC staff has received some project status information from the local agencies and this information has been included in the spreadsheets provided. Staff requests the Committee review the tables 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).

Item #9, 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

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
Passenger Rail Ticket Vending Machines	SCRRA		Jul-16	\$900,251		Amendment required
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 \$7,976,374
Lapsing Funds \$7,076,425

FY 2013/14	\$7,076,425	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	\$23,948,297	

FY 16/17 and Beyond

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
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 \$910K for Con	\$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 #9, Attachment (cont'd)

STP PROJECTS FY 2015/16

Estimated Beginning Balance

\$ 26,725,546

(includes FY 15/16 apportionment)

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Sta Rosa Rd Widening Upland/Woodcrk CON	Camarillo	Dec-15	07-VEN040502	\$152,365	Ready to Advertise	Currently in 2015 FTIP
Peck/Faulkner Rehabilitation	Santa Paula	Jan-16	07-VEN54032	\$200,000	Oct 2015- Submit Request for Authorization to Proceed with Preliminary Engineering, Nov/Dec 2015- Caltrans and FHWA to process E-76	Currently in 2015 FTIP
Pavement Overlay	Thousand Oaks	Jan-16	07-VEN54032	\$661,681	Design & Environmental Doc in progress	Currently in 2015 FTIP
California St Bridge Improvements	Ventura	Jan-16	07-VEN990319	\$429,286		TIP Amendment Requested
Route 101 PAED	VCTC	Jul-16	07-VEN131201	\$14,000,000		Currently in 2015 FTIP
Street Rehabilitation	Simi Valley	Jul-16	07-VEN54032	\$647,662		Currently in 2015 FTIP
Street Resurfacing	Ventura	Jul-16	07-VEN54032	\$129,440		Currently in 2015 FTIP
Vineyard/Patterson Resurfacing	Oxnard	Jul-16	07-VEN54032	\$1,044,343		Currently in 2015 FTIP

Total to be obligated by 10/1/2016

\$17,264,777

Balance

\$9,460,769

Potential Lapse (AB1012)

\$7,129,560

FY 2013/14 apportionment

\$7,129,560 Lapses October 1, 2016

FY 2014/15 apportionment

\$9,885,986 Lapses October 1, 2017

FY 2015/16 apportionment (estimated)

\$9,710,000 Lapses October 1, 2018

TOTAL

\$26,725,546

FY 2016/17 and beyond

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Route 23 Widening High/Third Rehabilitation	Moorpark	Aug-17	07-VEN051213	\$1,500,000	Prelim. Design and ROW needs in progress.	Currently in 2015 FTIP
	Moorpark		07-VEN54032	\$200,000	Scoping Project	Currently in 2015 FTIP
Pleasant Valley/E. 5th St Improvements (CON)	County	Jun-18	07-VEN130104	\$1,460,000	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
Route 118 - Moorpark to e/o Spring	Moorpark	Dec-15	07-VEN34089	\$796,770	Design and ROW acquisition in progress	Currently in 2015 FTIP
Various Streets Repaving	Camarillo		07-VEN54032	\$342,288		Currently in 2015 FTIP
Pavement Rehabilitation	Fillmore		07-VEN54032	\$200,000		Currently in 2015 FTIP
Road Rehabilitation	Ojai		07-VEN54032	\$200,000		Currently in 2015 FTIP
Pavement Rehabilitation	Port Hueneme	Aug-17	07-VEN54032	\$200,000		Currently in 2015 FTIP
Pavement Rehabilitation	County		07-VEN54032	\$1,795,400		Currently in 2015 FTIP



Item #10

February 18, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: ACTIVE TRANSPORTATION PROGRAM

RECOMMENDATION:

- Receive and file.

BACKGROUND:

According to the currently-proposed schedule, the Cycle 3 ATP call for projects will be released at the end of March, with applications due June 15th. Draft guidelines have been released and are being considered in a series of workshops convened by California Transportation Commission (CTC) staff. Due to the short amount of time between Cycle 2 and Cycle 3 (as required by state law), CTC staff is proposing minimal changes to the application, guidelines, and selection criteria and process. One particularly controversial proposal, however, is to reduce the number of points for Disadvantaged Communities from 10 to 5.

It is important to note that the funds available for Cycle 3 are those funds anticipated for FY 19/20 and 20/21, meaning that projects selected for Cycle 3 may have to wait until those years before they can receive fund allocations and proceed to implementation. However, advancing of the program is possible should the state decide to increase the amount of annual ATP funding, or if earlier ATP projects are delayed. In fact, there has been discussion of obtaining legislation to delay Cycle 3 due to the funds being so far into the future, but these discussions led to the conclusion that such legislation would not be requested due to the desire to demonstrate the strong demand for the program, with projects waiting in line that can move forward were the state to increase funding.

It is proposed that the February TTAC devote considerable time to discussing how Ventura County submittals can be more competitive. Over the past months VCTC staff has reviewed the Cycle 2 applications from Ventura County. One task that has not been done, which Committee members may wish to do themselves in advance of the meeting, is to review a sample of successful the Cycle 2 applications, all of which are posted at http://www.catc.ca.gov/programs/ATP/2015_Project_Apps.html. At the meeting staff is planning to discuss the Cycle 2 applications and various issues in looking forward to Cycle 3. It should

also be noted that Dale Benson, the Caltrans District 7 ATP coordinator, has expressed willingness to provide by phone or in person his feedback on specific Cycle 2 applications.

Appropriate issues to discuss at the meeting include the following:

- The potential for VCTC to provide letters of support to accompany ATP applications, and the process for VCTC to provide such letters.
- How to select projects for submission that address the stated ATP goals.
- Potential for inclusion of innovative design features.
- Application improvements to better demonstrate need; include mapping such as walksheds, land uses, complementary activity centers such as parks, schools, senior/low income housing, transit; use project names that help not just describe the project but also define the need; improved formatting; and better information on health benefits.
- Use of consultants to prepare applications.
- Potential for VCTC policy to use future CMAQ and/or TDA Article 3 to assist with local match for selected ATP projects.



Item # 81

March 6, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEPHANIE YOUNG, PROGRAM ANALYST
SUBJECT: ACTIVE TRANSPORTATION PROGRAM (ATP) PROJECT PRELIMINARY REVIEW

RECOMMENDATION:

- Amend Congestion Mitigation and Air Quality (CMAQ) to include projects to use CMAQ as match to leverage Active Transportation Program (ATP) funds, with applications due to VCTC March 12, 2015.

BACKGROUND:

The California Transportation Commission (CTC) is scheduled to approve the Cycle 2 Active Transportation Program (ATP) Guidelines on March 26, 2015. The Cycle 2 call for projects will fund projects in FY 2016/17 through FY 2018/19.

A significant change from Cycle 1 is the elimination of the requirement that projects include at least 11.47% matching funds. In Cycle 2, projects are not required to have matching funds, however, they will receive up to 5 extra points for providing one. These funds do not have to be local funds and can be federal funds. At this time it is unclear what percentage of matching funds would be required in order for an applicant to receive the entire 5 points. This information will be part of the next Draft ATP Guidelines released by the CTC.

DISCUSSION:

In order to increase the competitiveness of applications from Ventura County, Congestion Mitigation and Air Quality (CMAQ) funds could be used as matching funds. Agencies would be required to provide a minimum 11.47% match, while VCTC would use CMAQ to increase the match amount to the percentage necessary in order to receive the 5 points. Only projects requesting over \$1,000,000 in ATP funds for a single phase would be considered for CMAQ since it is a federal fund and \$1,000,000 is the state's threshold for applying federal (as opposed to state-only) ATP funds.

In the event that the projects that receive CMAQ do not receive ATP in both the statewide and SCAG calls for projects, the CMAQ would revert back to the countywide CMAQ apportionment.

At the February 19, 2015 TTAC meeting, members discussed possible criteria for assigning CMAQ to ATP projects with a decision to be finalized at a future TTAC meeting. In order to be considered, applicants should submit, by March 12th, CMAQ Mini Call for Projects applications for ATP projects for which they would like CMAQ matching funds. In order to simplify the process, CMAQ applications may refer to prior ATP applications to the extent that relevant information is included there. Applicants should also indicate that the amount of CMAQ requested is “to be determined” as it will depend on the scoring criteria approved by the CTC. The applications should be submitted to VCTC staff via e-mail to syoung@goventura.org.



Item #11

February 18, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: POLICY FOR TDA ARTICLE 3

RECOMMENDATION:

- Consider possible recommendation to Commission regarding policies for allocating TDA Article 3 Bicycle and Pedestrian funds.

BACKGROUND:

At the last meeting the Committee requested an agenda item for this TTAC meeting to discuss possible changes to the policies for distributing TDA Article 3 Bicycle & Pedestrian funds. Currently, the available funds, roughly \$750,000 per year, are distributed with a portion set aside for maintenance and distributed by formula based on proportion of Class I bike path miles, and the remainder allocated to competitively-selected projects based on applications. Under the CTAC bylaws that were approved by the Commission, CTAC is responsible for reviewing the program applications.

The Ventura County Comprehensive Transportation Plan, adopted by the Commission in September, 2013, included a recommendation that the Article 3 selection criteria be realigned to focus the funds on projects that foster greater use of bicycling and walking and provide improved connectivity. There has also been discussion at TTAC and other venues including CTAC that the VCTC Bicycle Wayfinding Study currently underway will help inform changes to the Article 3 criteria to focus the funds on a limited number of high-priority projects. Therefore, at the March Commission meeting staff plans to present for approval the FY 16/17 Article 3 call for projects guidelines, using the same criteria as in prior years. Over the past months staff has discussed with CTAC its intent to roll out the anticipated revamped project selection criteria subsequent to completion of the Wayfinding Study, with the expectation of applying the criteria for the first time to the FY 17/18 program. One possible strategy for the new guidelines might be to program Article 3 in conjunction with larger programs such as CMAQ or ATP.