



AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
Thursday, July 16, 2015, 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 | ANNOUNCEMENTS |
| Item #4 | MAY 21, 2015 MEETING MINUTES – PG. 3 <ul style="list-style-type: none">• Approve the May 21, 2015 meeting minutes. |
| Item #5 | CALTRANS LOCAL ASSISTANCE UPDATES <ul style="list-style-type: none">• Receive updates from Caltrans Local Assistance staff. |
| Item #6 | UPDATE ON FEDERAL HIGHWAY TRUST FUND – ORAL REPORT |
| Item #7 | REGIONAL BICYCLE WAYFINDING PROJECT CONSULTANT SELECTION – PG. 7 <ul style="list-style-type: none">• Review and comment. |
| Item #8 | CAL RECYCLE PRESENTATION – TIRE DERIVED AGGREGATE PROGRAM – PG. 9 <ul style="list-style-type: none">• Receive and file. |
| Item #9 | REVISION TO CAMARILLO STP FUNDS – PG. 10 <ul style="list-style-type: none">• Recommend programming \$152,365 of STP cost savings from the Pancho Road rehabilitation project to the Santa Rosa Road Widening project. |
| Item #10 | CMAQ / STP FUND STATUS – PG. 11 <ul style="list-style-type: none">• Review and update project schedules. |
| Item #11 | KINGVALE MEETING REPORT – PG. 19 <ul style="list-style-type: none">• Receive and file. |
| Item #12 | ROAD USER CHARGE PILOT PROGRAM – PG. 20 <ul style="list-style-type: none">• Receive and file. |

Item #13 FUTURE AGENDA ITEMS

Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Congestion Management Program

2017 Program Updates

ATP Cycle Two Project Approval

Item #14 ADJOURNMENT

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 front section of Camarillo City Hall. Thank you.

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
May 21, 2015**

1. Call to Order

Chairperson Tom Mericle called the meeting to order at 9:02 a.m. A quorum was present. The following people were present:

Fred Bral	Caltrans	Mazen Dabboussi	Caltrans
Morris Zarbi	Caltrans	Robert Wong	Caltrans
Ken Matsuoka	Camarillo	Thang Tran	Camarillo
David Rowlands	Fillmore	Dave Klotzle	Moorpark
Greg Grant	Ojai	Martin Erickson	Oxnard
Soher Abdelmalik	Oxnard	John Demers	Oxnard Harbor District
Kit Nell	Pt. Hueneme	Brian Yanez	Santa Paula
Joseph Briglio	SCAG	Kamran Panah	Simi Valley
Cliff Finely	Thousand Oaks	Mike Tohidian	Thousand Oaks
Tom Mericle	Ventura	Ben Emami	Ventura County
David Fleisch	Ventura County	Ben Cacatian	VCAPCD
Kara Elam	VCTC	Peter De Haan	VCTC

2. Public Comments

No public comments were made.

3. April 16, 2015 Meeting Minutes – Action

Ben Cacatian was not noted as present and was in attendance at the April 16, 2015 meeting. Ken Matsuoka moved to approve the April 16, 2015 meeting minutes. Mike Tohidian seconded the motion. A voice vote was taken and the motion passed unanimously.

4. Caltrans Local Assistance Updates

Robert Wong provided updates on project delivery and funding balance for CMAQ and STP funding, as well as deadlines for ATP and HSIP call for projects; ATP applications are due June 1 and HSIP Cycle 7 applications will be due at the end of July 2015. Robert Wong also noted there is a “lessons learned” document regarding ATP Cycle I process, which will be distributed to Ventura County agencies. Additionally, Robert Wong mentioned he needs a schedule for next year regarding Ventura County’s use of earmarked funds for highway camera monitoring. Discussion was had on the upcoming Caltrans meeting in Kingvale, CA.

5. ATP Cycle II Ten Point Criteria – Action

Recently, a TTAC Subcommittee met to discuss adopting guidelines for awarding up to an additional ten points to projects that are considered for the regional share of the ATP. Staff explained the statewide and MPO ATP scoring processes and presented the recommended criteria to TTAC for discussion and approval. Discussion was had regarding including the Ventura County Public Works Agency Strategic Master Plan and the City of Pt. Hueneme Bicycle Master Plan into the presented criteria for point award consideration, as well as changing the verbiage within the requirement that a project is consistent with Safe Routes to School ATP grant application, not “grant award”. Tom Mericle noted that the State requires Bicycle Plans be updated every five years. David Fleisch moved to approve the recommended criteria for assigning up to 10 points to projects considered for the regional share of the ATP funding, with the following revisions:

- Ventura County Public Works Agency’s Strategic Master Plan
- Pt. Hueneme’s Bike Master Plan
- Change the requirement that the proposed project be consistent with Safe Routes to School “grant award” to Safe Routes to School ATP grant application.

Martin Erickson seconded the motion. A voice vote was taken and the motion passed unanimously. Staff noted that, once the Commission receives and acts on adopting the criteria, staff will return to TTAC with a recommendation to assigns the points. Agencies who are submitting ATP applications should first submit to Peter De Haan of VCTC, prior to submission to SCAG, so the application can be reviewed and, additionally, VCTC should be sent a copy of the application after it is submitted to SCAG.

6. Status of Federal STP and CMAQ Projects

Discussion was had on the STP and CMAQ project account balances in both STP and CMAQ project accounts. Agencies provided updates on the status of projects. Discussion was had on the recently approved non-transit CMAQ projects. Staff advised a formal TIP Amendment should occur in August 2015. Caltrans explained they can review paperwork on the new CMAQ projects for issues or errors ahead of the TIP Amendment.

7. Policy for Local STP Funds – Action

Discussion was had on the process for identifying projects and programming STP funds, based on local agency priorities, as well as the distribution of funds based on population and the minimum amount each jurisdiction can receive. Staff outlined the recommended process in programming \$6 million for streets and roads, explaining the method in identifying a floor of \$200,000 as well as a local match requirement. Cliff Finely moved to eliminate the local match requirement of the staff recommended process for applying for STP funding. Martin Erickson seconded the motion. A voice vote was taken and the motion to eliminate the local match passed unanimously. Discussion continued regarding the distribution of funds based on assumed Local STP shares. David Fleisch moved to approve the staff recommended distribution of STP funds, assuming Local STP shares. Kamran Panah seconded the motion. A voice vote was taken and the motion passed unanimously. Agencies must submit an application for STP funds. Applications are due on June 19, 2015.

8. State Transportation Funding Proposals

The Governor's inaugural address highlighted the shortfall in state infrastructure finance. TTAC discussed the various transportation funding packages being proposed. Tom Mericle explained he is the Legislative Chair of the Western District of Institute of Transportation Engineers, and he offered to follow and report back on any items of interest to TTAC.

9. Future Agenda Items

The discussions regarding the Bike Wayfinding Contractor Selection and the ATP Cycle Two Project Approval will occur at future meetings. The Congestion Management Program (CMP) items will occur as soon as possible.

10. Adjournment – Action

David Fleisch moved to adjourn the meeting at 10:21 a.m. A voice vote was taken and the motion passed unanimously.

ATTENDANCE LIST OF TTAC MEMBERS / ALTERNATES

Meeting Date:	NAME	PHONE	E-MAIL ADDRESS	SIGNATURE
April 16, 2015	Dale Benson	(213) 897-3850	Dale_Benson@dot.ca.gov	<i>Dale Benson</i>
	Fred Bral	213-897-2938	fredbral@dot.ca.gov	
	Morris Zarbi	213-897-2969	mzarbi@dot.ca.gov	<i>Morris Zarbi</i>
	Robert Wong	213-897-0192	robert.y.wong@dot.ca.gov	<i>BY PHONE</i>
	Terry Roberts	477-4100	troberts@chp.ca.gov	
	Bill Golubics	388-5356	bgolubics@ci.camarillo.ca.us	
	Ken Matsuoka	383-5672	kmatsuoka@ci.camarillo.ca.us	<i>Ken Matsuoka</i>
	Thang Tran	388-5345	ttran@ci.camarillo.ca.us	<i>Thang Tran</i>
	Glenn Hawks		glennh@ci.fillmore.ca.us	
	Michael Lapraik	524-1500	milapraik@ci.fillmore.ca.us	
	Dave Klotzle	517-6285	dklotzle@moorpark.ca.gov	<i>Dave Klotzle</i>
	Andrea Bogas	646-5581 ext 209	abogas@ci.ojai.ca.us	
	Greg Grant	646-5581 x 201	grant@ci.ojai.ca.us	
	Cynthia Daniels	385-7871	cynthia.daniels@ci.oxnard.ca.us	
	Jason Santonte	385-7872	jason.santonte@ci.oxnard.ca.us	
	Martin Erickson	385-7870	Martin.Erickson@ci.oxnard.ca.us	
	Soher Abdeemalik	385-7873	soher.abdeemalik@ci.oxnard.ca.us	
	Kil Nell	986-6500	knell@ci.port-hueneme.ca.us	
	Brian Yanoz	933-4712	byanoz@sdctv.org	
	John Iasin	923-4210	jiasin@spcity.org	<i>John Iasin</i>
	Brent Stemer		bstemer@simivalley.org	
	Kamran Penah	583-6886	kpenah@simivalley.org	
	Cliff Finley	449-2399	cfinley@roaks.org	
	Jay Spurgin	449-2444	jspurgin@roaks.org	

ATTENDANCE LIST OF TTAC MEMBERS / ALTERNATES

Meeting Date: April 16, 2015

NAME	PHONE	E-MAIL ADDRESS	SIGNATURE
Tom Pizza	449-2430	tpizza@oaks.org	
Mike Tohidian	449-2516	mttohidian@oaks.org	
Jeff Hereford	654-7744	jhereford@ci.ventura.ca.us	
Joe McDermott		jmcdermott@ci.ventura.ca.us	
Tom Mercle	654-7774	tmmercle@ci.ventura.ca.us	
Carlos Hernandez	945-6452	carlos@cohaassociates.com	
Ben Emami	654-2087	ben.emami@ventura.org	
David Fleisch	654-2077	david.fleisch@ventura.org	
Steve Brown	483-3959 ext 115	sbrown@goldcoasttransit.org	
Claire Johnson-Winegar		c.winegar@goldcoasttransit.org	
John Demers		jdemers@portofhueneme.org	
Christine Birdsey		cbirdsey@portofhueneme.org	
Will Berg		wberg@portofhueneme.org	
Joe Briplio		brigli@scag.ca.gov	
Stephen Patchan		spatchan@scag.ca.gov	
Ben Cacatian	645-1428	ben@vcapcd.org	
Darren Kettle	642-1591 x123	dke@ci.ventura.org	
Peter De Haan	642-1591 x106	pdehaan@govventura.org	
Stephanie Young	642-1591 x108	syoung@govventura.org	
Steve DeGeorge	642-1591 x103	sdegeorge@govventura.org	
Kara Elam	642-1591 x111	k.elam@govventura.org	
MAZEN DABLOUSI	(213) 897-2329	mdebbousi@dot.ca.gov	
LOUI BALDORINI	(805) 385-3200	lbp.baldorini@ci.ventura.ca.us	



Item #7

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: STEVE DE GEORGE, PLANNING DIRECTOR
CARLOS HERNANDEZ, COH & ASSOCIATES, INC.
SUBJECT: REGIONAL BICYCLE WAYFINDING PROJECT CONSULTANT SELECTION

RECOMMENDATION

- Review and comment.

DISCUSSION:

VCTC received three proposals in response to VCTC's Bicycle Wayfinding RFP released April 3rd from the following companies:

- AllianceJB (Ventura),
- Alta Planning (Los Angeles office),
- IBI Group (Irvine office).

The proposals were received by the June 1st submittal deadline. There were no late proposals submitted.

All three proposers were invited to participate in the consultant selection interview held on June 15. The interview panel was comprised of the TTAC Subcommittee (or their designees) listed below:

- Dale Benson, Caltrans District 7
- Kathy Connell, County of Ventura
- Cynthia Daniels, City of Oxnard
- Kathy Lowry, City of Thousand Oaks
- Derek Towers, City of Ventura

The consultants were evaluated and ranked using the following criteria:

- Professional qualifications: experience with similar projects.
- Understanding of the work: quality and responsiveness of the proposal.

- Proposed approach for completing the work.
- Reference and work sample.
- Cost

Alta Planning's proposal was ranked #1 by the interview panel. The Alta project team is comprised of 8 members that include planners, engineers, bicycle instructors/test riders, and graphic designers with experience in designing bicycle wayfinding infrastructure. Brett Hondorp, a Simi Valley native, would be the Principle-in-Charge; and Emily Duchon would be the Project Manager.

VCTC staff will begin negotiations with Alta in July to finalize the detailed scope of work, schedule and project cost. The TTAC subcommittee will be provided the opportunity to review the VCTC staff-negotiated scope of work and cost prior to TTAC review and approval in August. The contract is scheduled for approval by VCTC in September 2015.



Item #8

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: CAL RECYCLE PRESENTATION – TIRE DERIVED AGGREGATE PROGRAM

RECOMMENDATION

- Receive and file.

DISCUSSION:

At the request of a Cal Recycle, a representative from consulting firm Ciclepoint will give a verbal and PowerPoint presentation to the TTAC regarding the Cal Recycle Tire Derived Aggregate Program.



Item #9

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: REVISION TO CAMARILLO STP FUNDS

RECOMMENDATION:

- Recommend programming \$152,365 of STP cost savings from the Pancho Road rehabilitation project to the Santa Rosa Road Widening project.

BACKGROUND:

In the 2012 Mini Call for Projects, Camarillo received \$1,500,000 of STP for the Pancho Road Rehabilitation Project. The contract has been awarded with a \$152,365 savings in STP funds, and Camarillo has requested that the funds be shifted to the Santa Rosa Road Widening which is short of money based on the current estimate.



Item #10

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: CMAQ / STP FUND STATUS

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. Currently, Ventura County is at risk of losing \$3.7 million CMAQ and \$5.3 million STP if FY 14/15 projects are not obligated before November 1, 2015.

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). The 2015 FTIP is now federally-approved and VCTC has also gotten approval of amendments for the projects on this list. Furthermore, projects that were approved by the Commission's CMAQ and STP programming actions earlier this month are also in the process of being amended into the TIP.

The first of the attached tables show the latest status of projects scheduled to be obligated during FY 2014/15 to avoid lapsing funds this year. The following tables show for the first time the projects that are possibly in line for delivery in FY 2015/16. Staff requests that agencies provide updates to the listed STP and CMAQ projects at the TTAC meeting. In particular, it is important at this time to get a realistic estimate of the projects to be delivered in FY 2015/16, along with the best guess of the obligation month.

STP PROJECTS FY 2014/15**Balance as of June 30, 2015****\$ 22,898,703**

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Route 101 / Wendy Drive Cost Increase	Thousand Oaks	Jun-15	07-VEN056406	\$1,500,000		Approved for post-programming.
Pavement Rehab	Moorpark	Jun-15	07-VEN54032	\$637,416		Currently in 2015 FTIP
Camino Del Sol Resurfacing	Oxnard	Aug-15	07-VEN54032	\$400,000		Currently in 2015 FTIP
Pavement Rehab	Simi Valley	Aug-15	07-VEN54032	\$575,000		Currently in 2015 FTIP
Route 118 PAED	Caltrans	Aug-15	07-VEN131202	\$3,000,000		Currently in 2015 FTIP

Total to be obligated by 10/1/2015**\$6,112,416****Balance****\$16,786,287****Potential Lapse (AB1012)****\$3,126,730****Repayment of OCTA Loan (Feb 2013)****\$3,126,730** Lapses October 1, 2015**FY 2013/14 apportionment****\$9,886,711** Lapses October 1, 2016**FY 2014/15 apportionment****\$9,885,986** Lapses October 1, 2017**TOTAL****\$22,899,427**

CMAQ PROJECTS FY 2014/15Balance as of June 25, 2015**\$ 20,377,397**

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Erbes Road Improvements	Thousand Oaks	VEN110308	Jun-15	\$1,222,000		Currently in 2015 FITP.
West LA Ave Bike Lanes CON	Simi Valley	VEN120417	Aug-15	\$3,543,000		TIP Amendment approval mid-July

Total obligations in FY 14/15**\$4,765,000****Remaining****balance****\$15,612,397****Lapsing Funds****\$3,733,653****FY 2012/13****\$3,733,653****Lapses October 1, 2015****FY 2013/14****\$8,321,872****Lapses October 1, 2016****FY 2014/15****\$8,321,872****Lapses October 1, 2017****TOTAL****\$20,377,397**

STP PROJECTS FY 2015/16**Estimated Beginning Balance****\$ 26,496,287**

(includes FY 15/16 apportionment estimate)

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Route 118 - Moorpark to e/o Spring	Moorpark	Dec-15	07-VEN34089	\$796,770	Design and ROW acquisition in progress	Currently in 2015 FTIP
Sta Rosa Rd Widening Upland/Woodcrk CON	Camarillo	Dec-15	07-VEN040502	\$152,365	Ready to Advertise	TIP Amendment Required
Route 101 PAED	VCTC	Jul-16	07-VEN131201	\$14,000,000		TIP Amendment Required
Rehabilitation	Moorpark		07-VEN54032	\$200,000		TIP Amendment Required
Vineyard/Patterson Resurfacing	Oxnard		07-VEN54032	\$1,044,343		TIP Amendment Required
Street Rehabilitation	Simi Valley		07-VEN54032	\$647,662		TIP Amendment Required
Pavement Overlay	Thousand Oaks		07-VEN54032	\$661,681		TIP Amendment Required
California St Bridge Improvements	Ventura			\$429,286		TIP Amendment Required
Street Resurfacing	Ventura		07-VEN54032	\$129,440		TIP Amendment Required

Total to be obligated by**10/1/2016****\$18,061,547****Balance****\$8,434,740****Potential Lapse (AB1012)****\$6,900,301****FY 2013/14 apportionment****\$6,900,301** 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****\$26,496,287**

FY 2016/17 and beyond

Route 23 Widening High/Third	Moorpark	Aug-17	07- VEN051213	\$1,500,000	Prelim. Design and ROW needs in progress.	Currently in 2015 FTIP
Pleasant Valley/E. 5th St Improvements (CON)	County	Aug-17	07- VEN130104	\$1,460,000	RW by 1/15/15. CON expected 8/2017.	Currently in 2015 FTIP
Various Streets Repaving	Camarillo		07-VEN54032	\$342,288		TIP Amendment Required
Pavement Rehabilitation	Fillmore		07-VEN54032	\$200,000		TIP Amendment Required
Road Rehabilitation	Ojai		07-VEN54032	\$200,000		TIP Amendment Required
Pavement Rehabilitation	Port Hueneme		07-VEN54032	\$200,000		TIP Amendment Required
Peck/Faulkner Rehabilitation	Santa Paula		07-VEN54032	\$200,000		TIP Amendment Required
Pavement Rehabilitation	County		07-VEN54032	\$1,795,400		TIP Amendment Required

CMAQ PROJECTS FY 2015/16**Estimated Beginning Balance****\$ 24,162,397**

(includes FY 15/16 apportionment estimate)

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Sheridan Way/Ventura River Bike Trail PE	S.B. Ventura	VEN110304		\$44,265		Currently in 2015 FTIP
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601		\$102,975		Currently in 2015 FTIP
Bike facilities for NECSP	Oxnard	VEN130101		\$585,360		Currently in 2015 FTIP
Arneill/Dunnigan Traffic Signal	Camarillo	VEN130106		\$200,000		Currently in 2015 FTIP
Hwy 126 Bike Path Gap Closure RW	S.B. Ventura	VEN031230		\$53,118		Currently in 2015 FTIP
C Street Bike Facilities	Oxnard	VEN130102		\$278,250		Currently in 2015 FTIP
Bike Trail in Railroad ROW	Santa Paula	VEN111102		\$1,110,000		Currently in 2015 FTIP
Sheridan Way/Ventura River Bike Trail CON	S.B. Ventura	VEN110304		\$177,060		Currently in 2015 FTIP
Hwy 126 Bike Path Gap Closure CON	S.B. Ventura	VEN031230		\$743,652		Currently in 2015 FTIP
Rose Ave Sidewalk CON	Oxnard	VEN120402		\$401,555		Currently in 2015 FTIP
Ventura Blvd Sidewalk CON	Oxnard	VEN120403		\$846,346		Currently in 2015 FTIP
Countywide Transit Marketing	VCTC	VEN54070		\$500,000		Currently in 2015 FTIP
East-West Connector Service	VCTC	VEN150608		\$2,178,286		Amendment submittd

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Wells Road - Nyland Acres Route	Gold Coast Transit	VEN150609		\$2,315,803		Amendment submittd
Passenger Rail Ticket Vending Machines	SCRRA			\$900,251		Amendment submittd
Heritage Valley Bus Stops Impr	Santa Paula	VEN150610		\$82,500		Amendment submittd
Shelters and Stop Improvements	Ojai	VEN150611		\$199,193		Amendment submittd
Transit Management System	Simi Valley	VEN150612		\$292,100		Amendment submittd
Downtown Trolley	Downtown Vta Partners	VEN150613		\$176,846		Amendment submittd
Five Points Improvements	Ventura	VEN150618		\$300,000		Amendment submittd
Moorpark Rd Impr PE	Thousand Oaks	VEN150622		\$87,480		Amendment submittd

Total obligations in FY 14/15 **\$11,575,040**
Remaining balance **\$12,587,357**
Lapsing Funds **\$7,290,525**

FY 2013/14	\$7,290,525	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	\$24,162,397	

FY 16/17 and Beyond

Pleasant Valley Rd / E Fifth Str Impr	County	VEN130104		\$840,000		Amendment submittd
Rio Real School Ped Improvements	County	VEN150619		\$280,000		Amendment submittd
Camarillo Heights School Ped Improv	County	VEN150621		\$400,000		Amendment submittd
Ojai Ave / Maricopa Ped Impr	Ojai	VEN150620		\$500,000		Amendment submittd
Moorpark Rd Impr Con	Thousand Oaks	VEN150622		\$483,200		Amendment submittd
Pedestrian Crossing Beacons	Oxnard			\$295,274		Amendment needed
Oxnard Blvd Bike/Ped Facility	Oxnard			\$1,379,000		Amendment needed



Item #11

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: KINGVALE MEETING REPORT

RECOMMENDATION

- Receive and file.

DISCUSSION

A representative from the County of Ventura was invited to attend a recent Caltrans meeting in Kingvale, CA and will brief the TTAC regarding discussions at the meeting.



Item #12

July 16, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: ROAD USER CHARGE PILOT PROGRAM

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Recently-passed state law has established a committee to develop a pilot program implementing a road user charge to pay for transportation improvements, similar to a pilot program recently established in Oregon. The concept is that by somehow charging motorists directly for the number of miles driven, there can be identified a more sustainable funding source than fuel taxes which are subject to reductions due to alternative fuels. However, there are a number of substantial technical as well as social issues that must be resolved before the concept can be applied on a significant widespread basis.

Attached for TTAC's information is a staff report on the topic from the Orange County Transportation Authority as well as a comment submitted by that agency. Also attached separately is a summary of comments received by the committee.



June 1, 2015

To: Executive Committee
From: Darrell Johnson, Chief Executive Officer 
Subject: California Road Charge Pilot Program Update

Overview

Over the last two decades, the purchasing power of the state gasoline excise tax has eroded due to inflation and an increase in fuel-efficient vehicles, leading to a backlog of highway and local road maintenance projects. Recent legislation authorized the California State Transportation Agency to work with the California Transportation Commission and implement a pilot program to study various road user charge options as an alternative to the gas tax and develop a report to the legislature. A technical committee is helping the state transportation agency design the pilot program and incorporate technical, stakeholder, and public input. A report on the work to date and a draft comment letter are presented.

Recommendation

Receive and file as an information item.

Background

SB 1077 (Chapter 835, Statutes of 2014) directs the California State Transportation Agency (CalSTA) to work with the California Transportation Commission (CTC) to assess the viability of a road user charge system as an alternative to excise gas tax structure. A road user charge is considered an alternative system that is more directly related to use of the roadways (state highways and local roads) rather than the current excise tax which is based on gallons of fuel purchased. The pilot program is expected to be launched by January 2017 and produce a report to the state legislature by June 2018.

The impetus for the pilot program comes from the recognition that an efficient and effective transportation system is vital to the state's economy. However, the current means of funding the roadway system is inadequate and ineffective. The current excise tax has not kept up with the cost of operating, maintaining, and expanding California's roadways. According to the 2040 California Transportation Plan, the gas tax has lost almost 37 percent of its buying power

since 1993. At the same time, vehicles are getting more fuel efficient and alternative fuel/electric vehicles are becoming more prevalent. Fuel economy of new cars sold has increased by 25 percent between 2007 and 2014. As cars become more fuel efficient, the current gas tax - that is based on fuel consumption - becomes less effective.

SB 1077 calls for the CTC to create a Road Charge Technical Advisory Committee (RC-TAC) in consultation with the Transportation Secretary. The committee is comprised of 15 members that represent a variety of interests, including the legislature, local government, highway user groups, privacy concerns, data security, telecommunications, academia, and business. Director Bartlett was invited to join the RC-TAC in March 2015 and serves on the committee as a regional transportation agency representative. The RC-TAC has the responsibility to develop road charge options that should be studied, define the assessment criteria for the pilot program, and oversee stakeholder and public input. The alternatives will include manual and automated options, as well as alternatives that can be managed by commercial account managers rather than government. The criteria will consider issues such as: availability, reliability, ease of use by motorists, ease of program administration, data security, enforceability, protection of personal identification information, cost to users and the state, protection of privacy rights, and other criteria as appropriate. The RC-TAC will also assist the state in gathering input from stakeholders such as: vehicle manufacture, fuel distributors, taxpayers, sustainability interests, and ethnic and cultural communities through a workgroup process and from the general public through surveys and focus groups. The timetable calls for the RC-TAC to make their recommendations on the design of the program by December 2015. CalSTA will make the necessary preparations based on the recommendation of RC-TAC, launch the pilot by January 2017, and produce a report to RC-TAC, CTC, and the legislature by June 2018.

Discussion

The committee is currently focused on: technology options, business models, interoperability, and interstate travel. Later in the process, the RC-TAC will provide guidance on type of vehicles and groups of participants that should be part of the pilot program, and how the pilot program will address privacy and data security issues.

There are a number of technologies available that can be used for the pilot program. These technologies range from user reported (manual) systems to automated concepts that rely mostly on existing technologies. The manual concepts are an extension of the current vehicle registration system and can include time-based or mileage-based permits where motorists will purchase a sticker that would permit use of roads for a set time period or number of miles,

respectively. Another manual option could be an odometer-based charge that would be calculated to measure exact miles travelled. The manual systems, in general, can be adapted to both new and older vehicles, collect less data, provide more privacy, but can be relatively less accurate and more difficult to administer or enforce.

Automated systems can range from devices that plug into a vehicle's emission diagnostic system to calculate distance travelled, or systems that use cell phones or onboard vehicle navigation systems to gather mileage information. The automated systems can be more convenient to the user, but also require better privacy and data protection measures. For the purposes of the pilot program, the RC-TAC has opted to include both manual and automated options so both approaches can be evaluated.

The business model discussion is currently focused on whether the design of the system should be a "closed system" -- where the standards for the mileage recording devices are more tightly controlled -- or left more "open" to invite innovation. A closed system could affect the number of vendors that venture into the market. An open system approach could allow more vendors to enter the market and lead to more competition. The closed systems can provide more control, but at a higher potential cost and less flexibility. Open systems can promote innovation and competition, and offer potentially lower costs. Other components of the business model include how payments will be made and who manages the accounts. "Pre-pay" with post reconciliation is one option, and "post-pay" based on actual mileage is another option. Regardless, there are tradeoffs to both which need to be considered. Note that the pilot program will not include any financial transaction with respect to road charges.

From an Orange County perspective, there are several considerations that staff believes the pilot program should evaluate. A draft letter on the topics discussed below is included in Attachment A and will be transmitted following the update to the Board of Directors (Board).

- Transparency and public support are critical to the success of this effort. While the gas tax has not been adjusted for 20 years, numerous other supplemental one-time measures such as the recent Proposition 1B were instituted to address transportation needs. The pilot program should attempt to understand users' reaction on why a change in the user-pay system is needed, how they can be assured that funds will be used for the intended purposes, and what safeguards the users deem necessary.
- The pilot program should assess how alternatives to the gas tax will be viewed by motorists in areas where a transportation sales tax is in effect. Measure M is designed to supplement the gas tax revenues and to offset some of the deficiencies that have been created due to lack of state and

California Road Charge Pilot Program Update

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federal funding for transportation. The pilot program should assess public understanding of how these local funding programs and a mileage-based road user charge will work with another.

- There are a number of roadways in California where tolls are collected. On some facilities, the tolls are used to finance the construction, but gas tax funds cover the roadway maintenance costs, yet on other facilities tolls fund both the capital and roadway maintenance costs. The pilot should include users of both types of facilities and take the opportunity to understand how these users would perceive the equity issues related to a mileage-based road user charge where tolls are involved.
- With over 40 million annual visitors, Orange County is a major tourism attraction in the State of California and the pilot program should assess options that are equitable to, and easily understood by, out-of-state visitors.

Summary

Gas tax has been used as a proxy user-fee system to pay for California's roadway infrastructure for more than 90 years. However, in the past 20 years it has not been adjusted to keep pace with inflation. This has led to an increasing backlog of roadway maintenance needs. SB 1077 authorized a pilot program to assess various road charge systems as an alternative to the gas tax and to prepare a report for potential future legislative action. The process will evaluate various options and evaluate technological viability, privacy, program administration, and public concerns. Staff will continue to keep the Board apprised as the program progresses

Attachment

- A. Draft Letter to Mr. Jim Madaffer, Chairman, California Road Charge Pilot Program Technical Advisory Committee - California Transportation Commission - Dated June 8, 2015

Prepared by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741



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Darrell Johnson
Chief Executive Officer

June 15, 2015

Mr. Jim Madaffer, Chairman
California Road Charge Technical Advisory Committee
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 94273

Dear Chairman Madaffer:

The Orange County Transportation Authority (OCTA) appreciates the opportunity to provide input on the California Road Charge Pilot Program and understands that consideration of a more sustainable transportation funding mechanism is only part of an overall package of funding solutions. For more than 30 years, Orange County has been a leader on how transportation improvements are planned, funded, delivered and operated. Orange County is home to 51 miles of toll roads and ten miles of high-occupancy toll lanes. Orange County has successfully passed two local transportation sales tax initiatives and supported innovative and efficient program delivery proposals. With these in mind we offer the following comments for the committee's consideration:

- Public trust, transparency, and support are critical to the success of any public policy endeavor. While the gas tax has not been adjusted for 20 years, numerous other supplemental one-time measures, such as recent Proposition 1B, have been instituted to address our transportation needs. The pilot program should attempt to understand users' reaction on why a change in the user-pay system is needed, how they can be assured that funds will be used for the intended purposes, and what safeguards the users deem necessary. Safeguards should include specific prohibitions against revenue diversions for non-transportation purposes.
- Road users pay for transportation projects and services by various means today, including gas taxes, fees, tolls, and local sales tax measures. It is important that the pilot program consider the total price that users currently pay through these various means, and that the road charge not increase price above today's levels after adjusting for annual inflation.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92663-1584 / (714) 560-OCTA (6282)

Item #12, Attachment B (cont'd)

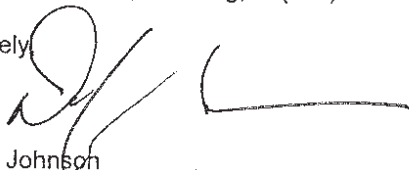
Chairman Jim Madaffer
June 15, 2015
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- The pilot program should assess how alternatives to the gas tax will be viewed by motorists in areas where a transportation sales tax is in effect. Our local sales tax program - Measure M - is designed to supplement the gas tax revenues and to offset some of the deficiencies that have been created due to lack of state and federal funding for transportation. The pilot program should assess public understanding of how these local funding programs and a mileage-based road charge will work together.
- There are a number of tolled facilities in Orange County where users already pay for a portion or all of the maintenance costs. Understanding how these users would perceive the equity issues related to a mileage-based road charge should be considered as part of the current effort.
- Orange County is a major tourism attraction in California with more than 40 million annual visitors. The pilot program should assess options that are fair and easily understood by out-of-state travelers.

In closing, OCTA is pleased to see that the state and Secretary Kelly are taking a comprehensive approach to address our statewide transportation challenges with initiatives that improve performance, realign resources, and offer innovative funding options. OCTA looks forward to funding solutions that are sensitive to privacy concerns, viewed as equitable, and ultimately supported by the public.

If you have any questions, please do not hesitate to contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741.

Sincerely,



Darrell Johnson
Chief Executive Officer

DJ:km