AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
Thursday, May 21, 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 APRIL 16, 2015 MEETING MINUTES – PG. 3

- Approve the April 16, 2015 meeting minutes.

Item #4 CALTRANS LOCAL ASSISTANCE UPDATES

- Receive updates from Caltrans Local Assistance staff.

Item #5 ACTIVE TRANSPORTATION PROGRAM CYCLE II TEN POINT CRITERIA – PG. 4

- Approve recommended criteria for assigning an additional award of up to 10 points when projects are considered for the regional share of the Active Transportation Program (ATP).

•

Item #6 STATUS OF FEDERAL STP AND CMAQ PROJECTS – PG. 6

- Review and update project schedules

Item #7 POLICY FOR LOCAL STP FUNDS – PG. 9

- Approve process as described for distribution of $6 million in STP funds based on local agency priorities.

Item #8 STATE TRANSPORTATION FUNDING PROPOSALS – PG. 14

- Receive and file.

Item #9 FUTURE AGENDA ITEMS

Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Congestion Management Program

ATP Cycle Two Process

Bike Wayfinding Study

Item #10 ADJOURNMENT

MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
April 16, 2015

1. Call to Order
Chairperson Tom Mericle called the meeting to order at 9:19 a.m. The following people attended the meeting (an asterisk represents voting Member Agencies):

Fred Bral	Caltrans	Mazen Dabboussi	Caltrans
Morris Zarbi	Caltrans	Robert Wong	Caltrans
Ken Matsuoka	Camarillo*	Thang Tran	Camarillo
Dave Klotzle	Moorpark*	Lou Balderama	Oxnard*
John Ilasin	Santa Paula*	Joseph Briglio	SCAG
Kamran Panah	Simi Valley*	Mike Tohidian	Thousand Oaks*
Tom Mericle	Ventura*	David Fleisch	Ventura County*
Kara Elam	VCTC	Peter De Haan	VCTC

Initially, a quorum was not present. Chair Tom Mericle authorized proceeding with an un-official meeting to review all non-action items on the agenda, while waiting for a quorum. At 9:49 a.m. a quorum was present and review of action items commenced.

2. Public Comments
No public comments were made.

3. March 19, 2015 Meeting Minutes – Action
(Item heard out of order)
David Fleisch moved to approve the March 19, 2015 meeting minutes. Dave Klotzle seconded the motion. A voice vote was taken and the motion passed unanimously.

4. Caltrans Local Assistance Updates
(Item heard out of order)
Robert Wong provided updates on the Highway Safety Improvement Program (HSIP) Cycle 7 process; applications are due on Friday, July 31, 2015. Robert Wong noted upcoming organizational changes within Caltrans. TTAC members requested that an updated organizational chart with contact information be emailed to Ventura County agencies. Robert Wong mentioned Caltrans upcoming sub-regional Work Group on April 29. Mike Tohidian requested a meeting with applicable Caltrans individuals to review the AB 3090 reimbursement owed to Thousand Oaks.

5. CMAQ Call for Projects – Action
Discussion was had on the process for project scoring and the current federal authorization. Staff advised TTAC that, at the May 1 meeting, the Commission will consider allowing submission of a late CMAQ application for a transit project which funds operation for the Valley Express service, as a demonstration, and staff will recommend that the non-transit CMAQ funding be approved separately in order to avoid a potential delay in CMAQ application processing and funding for non-transit projects. Mike Tohidian noted a minor typo in the staff recommendation in that, TTAC is being asked to approve non-transit projects (not transit projects). David Fleisch moved to approve (pending Commission action) programming $6,638,054 of CMAQ funds to the prioritized non-transit projects, as well as approve the shelf list of $4,759,838 for the projects which were identified as above the shelf list cut off, should the funds become available in FY 2015/16 or before. Dave Klotzle seconded the motion. A voice vote was taken and the motion passed unanimously.

6. Future Agenda Items
The discussions regarding advancing State Highway Projects with STP Funding, the Delivery Status on STP/CMAQ projects and the ATP Cycle Two processes will occur at future meetings. The Congestion Management Program (CMP) items will occur as soon as possible.

9. Adjournment – Action
Chair Tom Mericle moved to adjourn the meeting at 9:59 a.m. A voice vote was taken and the motion passed unanimously.

Item #5

May 21, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

FROM: ELLEN TALBO, PROGRAM ANALYST

SUBJECT: ACTIVE TRANSPORTATION PROGRAM CYCLE II TEN POINT CRITERIA

RECOMMENDATION:

- Approve recommended criteria for assigning an additional award of up to 10 points when projects are considered for the regional share of the Active Transportation Program (ATP).

DISCUSSION:

For Cycle II of the Statewide ATP, The SCAG region's annual share is approximately $25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately $14 million) plus approximately $11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP.

VCTC's role in the project selection consists of the following:

- Prior to scoring by the California Transportation Commission, SCAG will provide each county with a list of Implementation Project applications submitted within each county.
- VCTC will review the Implementation Project lists and determine which projects "are consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. "Plan" shall be defined by VCTC.
- If VCTC assigns additional points (up to 10, as noted above) to a project for which it is the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
- The Commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of SCAG regional projects.
- The Commission will adopt the final recommended project list as part of the SCAG Recommended Regional Program of Projects.

Discussion at the previous TTAC meeting resulted in a desire to review a range of criteria that VCTC could apply to the ATP applications in the amount of 10 points. The objective would be that a project application demonstrates commitment toward implementation through its consistency with local and regional plans is likely to compete better within the Ventura County pool of applications. Therefore, the assignment of an additional 10 points on an application, based on consistency with other local and regional plans, would enhance the competitive position of a project applicant to receive funds from Ventura County's share of the SCAG apportionment. The following table illustrates resources and existing local plans that VCTC staff could reference when considering when to award an additional 10 points.

TTAC designated a subcommittee to consider criteria, with the subcommittee including representatives from Ventura County, San Buenaventura, Thousand Oaks and VCTC. The subcommittee met and consensus was reached on the amount of points split among the 10 points, which would be awarded to projects that are consistent with plans in this list. The local area plans in this table are listed because they include specific goals and objectives in them that pertain to active transportation activities that go beyond the typical circulation goals and objectives that might be listed in a jurisdictional general plan. To ensure that pedestrian-oriented projects are adequately considered, the subcommittee recommended that projects consistent with a local jurisdiction's Safe Routes 2 School program be considered for a portion of the 10 points.

<table>
<tr><th>Point Award Consideration</th><th>Title of Regional/Local Plan</th></tr>
<tr><td rowspan="17">5 points awarded if the proposed project is consistent with 1 or more of the following:</td><td>Ventura County Bike Plan (2007)</td></tr>
<tr><td>City of Ojai Bicycle and Pedestrian Master Plan (1999)</td></tr>
<tr><td>Santa Paula Branch Line Recreational Trail Compatibility Survey (2015)</td></tr>
<tr><td>Santa Paula Branch Line Trail Master Plan (1996)</td></tr>
<tr><td>Fillmore Business Park Master Plan (2008)</td></tr>
<tr><td>Heritage Valley Parks Specific Plan, Fillmore CA (2002)</td></tr>
<tr><td>Moorpark College Facilities Master Plan (2005-2015)</td></tr>
<tr><td>Moorpark Master Bicycle Transportation Plan (2008)</td></tr>
<tr><td>City of Simi Valley Bicycle Master Plan (2008)</td></tr>
<tr><td>Simi Valley Green Community Action Plan (2010)</td></tr>
<tr><td>City of Thousand Oaks Bicycle Master Plan (2010)</td></tr>
<tr><td>Thousand Oaks Boulevard Specific Plan (2012)</td></tr>
<tr><td>Camarillo Commons Strategic Plan (2007)</td></tr>
<tr><td>City of Oxnard Bicycle and Pedestrian Master Plan (2011)</td></tr>
<tr><td>Santa Clara River Trail Master Plan (2011)</td></tr>
<tr><td>Oxnard Corridor Transportation Improvement Plan – A Livable Oxnard (current)</td></tr>
<tr><td>City of Ventura Bicycle Master Plan (2011)</td></tr>
<tr><td>5 points awarded if the proposed project is consistent with:</td><td>Safe Routes to School grant award</td></tr>
</table>

Item #6

May 21, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATUS OF FEDERAL STP AND CMAQ PROJECTS

RECOMMENDATION:

- Review and update project schedules.

DISCUSSION:

Under federal law, STP and CMAQ funds apportioned to California lapse if they are not used within three years. AB 1012, which became law in October, 1999, applies the three-year lapsing rule to CMAQ and STP funds in each county. It is important for VCTC to have an accurate schedule of STP and CMAQ projects to ensure that our region does not lose funds. 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 Obligational 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 attached tables show the latest status of projects scheduled to be obligated during FY 2015/16. Staff requests that agencies provide updates to the listed STP and CMAQ projects at the TTAC meeting.

STP PROJECTS FY 2014/15

Item #6, Attachment

Balance as of May 1, 2015 **$25,046,339**
(includes FY 14/15 apportionment estimate)

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Pleasant Valley/E. 5th St Improvements (RW)	County	May-15	07-VEN130104	$80,000	RW by 1/15/15. CON expected 8/2017.	TCM with completion date of 5/2015.
Route 101/23 Project	Caltrans	Jan-15	07-VEN011205	$499,000		Currently in 2015 FTIP
Snta Rosa Rd Widening Upland/Woodcrk CON	Camarillo	May-15	07-VEN040502	$1,810,277	Transferred $500K from VEN54032.	Currently in 2015 FTIP
Route 101 / Wendy Drive Cost Increase	Thousand Oaks	Jun-15	07-VEN056406	$1,500,000		Currently in 2015 FTIP
Pavement Rehab	Moorpark	Jun-15	07-VEN54032	$637,416	PES needed.	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

Total to be obligated by 10/1/2015	**$5,501,693**	
Balance	**$19,544,646**	
Potential Lapse (AB1012)	**$5,301,290**	
Repayment of OCTA Loan (Feb 2013)	$5,301,290	Lapses October 1, 2015
FY 2013/14 apportionment	$9,859,063	Lapses October 1, 2016
FY 2014/15 apportionment	$9,885,986	Lapses October 1, 2017
TOTAL	$25,046,339	

CMAQ PROJECTS FY 2014/15

Balance as of May 1, 2015 **$20,377,397**

(includes FY 14/15 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	May-15	$44,265	Preparing RFA	
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	May-15	$102,975		Currently in 2015 FTIP
Bike facilities for NECSP	Oxnard	VEN130101	May-15	$585,360		TIP Amendment Submitted
Erbes Road Improvements	Thousand Oaks	VEN110308	Jun-15	$1,222,000		TIP Amendment Submitted
Arneill/Dunnigan Traffic Signal	Camarillo	VEN130106	Jun-15	$200,000		Currently in 2015 FTIP
Hwy 126 Bike Path Gap Closure RW	S.B. Ventura	VEN031230	Jun-15	$53,118		
C Street Bike Facilities	Oxnard	VEN130102	Jun-15	$278,250		TIP Amendment Submitted
Bike Trail in Railroad ROW	Santa Paula	VEN111102	Aug-15	$1,110,000		TIP Amendment Submitted
West LA Ave Bike Lanes CON	Simi Valley	VEN120417	Aug-15	$3,676,000		Will need TIP Amendment

Total obligations in FY 14/15	**$7,271,968**	
Remaining balance	**$13,105,429**	
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**	

Item #7

May 21, 2015

MEMO TO: **TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

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

SUBJECT: **POLICY FOR LOCAL STP FUNDS**

RECOMMENDATION:

- Approve process as described for distribution of $6 million in STP funds based on local agency priorities.

BACKGROUND:

Two months ago TTAC considered, but did not act upon, a staff report regarding the use of STP funds to advance the environmental document phases for the Route 101 and Route 118 projects. At the last Commission meeting, the Commission approved the recommendation in the attached staff report (Attachment A), to program $3 million of STP for Route 118, $17 million for Route 101, and $6 million for local streets and roads. The Commission tasked TTAC with recommending a distribution of the $6 million.

Generally, VCTC has provided a local STP program using a portion of the amounts authorized as part of a six-year federal appropriation. However, in situations where there is a smaller amount of STP funds involved, there is precedent for establishing a minimum amount that each jurisdiction can receive due to the difficulty inherent in a administering a federal project. In some earlier discussions, staff had erroneously said that a floor of $300,000 was used. However, staff's research has found that the previously-used "floor" amount, from 2009, was $200,000.

DISCUSSION:

Staff recommends for TTAC's consideration the following process for identifying appropriate projects and programming the $6 million set aside by the Commission for local road priorities. Since staff is proposing at this time to not hold a June Committee meeting, the process is set up so that agency submittals that meet the requirements of this process will go to the Commission for approval at the July 10th meeting, without further Committee review.

1. Local jurisdictions submit proposed STP projects to VCTC staff at kelam@goventura.org by June 19, 2015, using the Attachment B. (The Word file for this application will be e-mailed to TTAC after the meeting.)

2. All applications meeting the STP eligibility criteria (i.e., rehabilitation or improvements of roads on the federal-aid system) and within the funding amounts shown in the following table will be recommended by VCTC staff for Commission approval on July 10th.

3. Immediately following the July 10th meeting, all local street and road rehabilitation projects approved by VCTC will be amended into the backup list for TIP project 07-VEN54032, the Local Street and Road Grouped Projects listing. Within a few hours or days after the Commission action VCTC will e-mail the revised backup list to the agencies, and the projects will then be officially programmed in the FTIP.

Distribution of Funds Assuming Local STP Shares

	Population	Percentage	Share
Camarillo	66,752	10.52%	$342,288
Fillmore			$200,000
Moorpark			$200,000
Ojai			$200,000
Oxnard	203,645	32.09%	$1,044,243
Port Hueneme			$200,000
San Buenaventura	108,961	17.17%	$558,726
Santa Paula			$200,000
Simi Valley	126,305	19.90%	$647,662
Thousand Oaks	129,039	20.33%	$661,681
City Total	634,702	100.00%	**$4,254,600**
County (based on FAU/FAS share)	29.09%		$1,745,400
TOTAL			**$6,000,000**

Item #7, ATTACHMENT A

Item #14

May 1, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: PROGRAMMING OF SURFACE TRANSPORTATION PROGRAM FUNDS

RECOMMENDATION:

- Approve programming $14 million in federal Surface Transportation Program (STP) funds for the Route 101 Freeway environmental phase and $3 million for the Route 118 Freeway environmental phase, with VCTC to take the lead on Route 101 and Caltrans to take the lead on Route 118.
- Approve setting aside $6 million in STP funds for local street and roads projects and direct the Transportation Technical Advisory Committee (TTAC) to recommend a distribution of the funds.

BACKGROUND:

The Comprehensive Transportation Plan (CTP) identified the Route 101 and Route 118 Freeway Widenings as the two top priority state highway projects in Ventura County, and established the policy that those two projects will be the priority for State Transportation Improvement Program (STIP) and Surface Transportation Program (STP) funds. During the adoption of the CTP at the September, 2013 meeting, the Commission had a robust discussion of the significance of no longer making STP funds available for local road rehabilitation and of the difficult choices that must be made in choosing priorities between state highway improvements and local roads. It was acknowledged that although the Commission was planning in the CTP to use all STP funds on state highways, changes can always be made as time goes forward.

Based on the policy set forth in the CTP, the Commission in late 2013 nominated for STIP funding the Project Approval Environmental Document (PAED) phases for the Route 101 and 118 freeway improvement projects, at an estimated cost of $14 million for Route 101 and $3 million for Route 118. Since VCTC's STIP share through FY 2016/17 is committed for repayment of the money loaned by Thousand Oaks for the Route 101/23 project, VCTC delayed the programming of the two PAED projects to FY 2017/18. These environmental documents will identify the locally-preferred alternatives as well as proposed phasing based on anticipated available funds.

Because the CTP designated the Route 101 and 118 projects as the priority for STP funds, VCTC has discontinued the practice of holding STP calls for projects. For several years STP funds have been spent on previously-committed local projects, but starting in FY 2015/16 there will be sufficient STP funds to provide the required $17 million to move forward with the two PAED projects, thus avoiding the need to wait for the STIP funds in FY 2017/18. Furthermore, after obligating $17 million for the two PAED projects, there will remain an unprogrammed FY 2015/16 STP balance of $6 million, assuming that the federal STP program authorization continues at the current funding level. One advantage of using STP rather than STIP funds for state highway pre-construction work is that STIP shares can be carried over indefinitely. Thus, VCTC can use its STP funds for the preliminary state highway project work and can save up STIP funds for construction, minimizing the lapsing funds issue.

Based on the projections in the CTP, after doing the required project development work there should be about $135 million in STP and STIP funds available by 2022 to build the first phase of the Route 101 or Route 118 improvements. Starting the project environmental work now rather than waiting 2 years will make it possible to start construction at the earliest possible date.

DISCUSSION:

Over the past several years there have been significant reductions to Ventura County street funding, including the end of the one-time Proposition 1B local streets and roads funds, the elimination in most areas of the ability to use Local Transportation Funds for streets and roads, and VCTC's decision to stop using STP for local streets. One reduction that was not anticipated by the CTP was the significant lowering of gasoline prices which has triggered the action of the Board of Equalization to reduce the priced-based gasoline excise tax by 6 cents, which will cause an estimated 25% reduction in the total local fuel tax apportionments.

Given the Commission's prior discussion regarding the consideration of adjustments to the funding plans of the CTP, it appears appropriate at this time for the Commission to move forward with the state highway project PAED phases while at the same time making the estimated $6 million balance available for local streets. Staff does not recommend at this time changing the general policy to use STP for state highway priorities, but providing the $6 million to local streets on a one-time basis will help soften the impact of the recent loss of funds, without significantly delaying the timing of future state highway projects. However, a change in VCTC's policy to consistently provide streets and roads funding from STP could lead to a significant delay in the Route 101 and 118 improvements.

There are at this time a large number of unknowns regarding future federal and state transportation funding. In Sacramento, there is significant interest in increasing road repair funds specifically, with the recent introduction by Senate Transportation and Housing Chair Jim Beall of Senate Bill 16, which would provide $3 billion annually, and also with the release of a transportation funding proposal by Assembly Speaker Toni Atkins. Congress is continuing to consider a multi-year transportation authorization after the current authorization extension expires at the end of May. Given the concerns expressed at the time of the CTP adoption, the Commission can expect there to be continued discussions on the relative priority of streets and roads rehabilitation relative to state highway improvements. Staff anticipates coming back to the Commission in about one year to evaluate whether STP funding for street maintenance should continue given the street repair funding situation at that time.

In the VCTC agenda item for the 2014 STIP, staff indicated that it expects VCTC to take the lead on the Route 101 project, and Caltrans to take the lead on the Route 118 project due to its previous experience in having started the environmental document for that project prior to funds being cut. Staff recommends that VCTC move forward with this arrangement. To provide sufficient VCTC staff management, the draft 2015 budget includes the addition of a Highway Project Manager position, which will be funded in part from the STP funds programmed for the Route 101 project which VCTC can access for this purpose, due to being the project lead. The schedule identified by Caltrans in its Project Study Reports was for both environmental documents to take 20 months to complete, but VCTC staff anticipates the Route 101 document is likely to take longer due to the greater complexity of the project and the number of alternatives being considered.

PROJECT INFORMATION
LOCAL SURFACE TRANSPORTATION PROGRAM (LSTP)

Project Title:
Lead Agency:
Contact Person:
Address:

Phone:________________________ FAX:

Project Description:
(Describe the project's location, limits of work, size, etc.)

LSTP Project Funding:

LSTP Funds Requested: $___________________ Phase(s):___________________

Match (11.47% required): $___________________ Source: ____________________

Total Project Cost $___________________

Cash Flow Chart:

	FY14/15	**FY15/16**	**FY 16/17**
Prelim. Eng.	$______	$______	$_______
Right-of-Way	$______	$______	$_______
Construction	$______	$______	$_______
TOTAL	$______	$______	$________

Item #8

May 21, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATE TRANSPORTATION FUNDING PROPOSALS

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Since the Governor's inaugural address which highlighted the shortfall in state infrastructure finance and called for action, there has been significant interest in the Legislature in moving forward with a transportation finance package. Staff of the Southern California Association of Governments has prepared the attached summary of the various proposals.
Prior to TTAC the Administration will have released the "May Revise" of the proposed 2015/16 budget which could also contain a transportation funding proposal.

Side-by-Side Comparison of State Transportation Revenue Proposals

Bill No.	ACA 4 (Frazier)	SCA 7 (Huff)	Speaker Atkins' Proposal	SB 16 (Beall)
Summary	The measure provides that the imposition, extension, or increase of a special tax by a local government to provide funding for local transportation projects, require the approval of 55% of the voters within the jurisdiction of which the tax would be assessed, thus lowering the existing 2/3's threshold, and mirroring the current 55% threshold for local school tax measures.	This measure prohibits the use of revenues from taxes and fees on gasoline; VLF fees; and local sales tax for purposes other than those transportation purposes specified in Article XIX of the Constitution, and specifically prohibits the borrowing these revenues for payment of bond or other debt, except as provided pursuant to Article XIX.	Announced plan not yet in print proposing $10 billion for transportation infrastructure—$2 billion per year over the next 5 years—starting in 2015-16. The plan includes:	This bill increases several taxes and fees to raise roughly $3.5 billion in new transportation revenues annually for five years with the funding primarily used to address deferred maintenance on the state highways and local streets and roads. The funds would be directed to maintenance and preservation of local streets and roads and the state highway system. In addition, 5 percent of the revenues would be set aside to incentivize counties currently without a local transportation funding measure to approve such a measure.
New Revenues/ Sources	Local voter approved sales tax of up to .5%. (one-half cent).	Deletes Constitutional provision allowing the use of *any* fuel tax revenues allocated to mass transit purposes to be used for payment of principal and interest on voter-approved bonds issued for mass transit purposes, and instead subjects those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. Requires that revenues derived from the portion of vehicle license fees that exceed 0.65% of the value of a vehicle to be used for street and highway purposes.	Provides for $1 billion per year by returning truck Weight Fees to transportation instead of using them to repay general obligation debt; Provides $200 million per year for transportation funding by accelerating repayment of transportation loans; Provides $800 million per year in new net funds for transportation by establishing a new Road User Charge.	Provides a 10 cent increase in the excise tax on gasoline; Provides a 10 cent increase in the excise tax on diesel; Provides Vehicle license fee (VLF) for non-commercial vehicles of .07% each year so that the VLF increase is 1.00% by July 1, 2019 Provides a $35 Vehicle Registration Fee (VRF) increase for all vehicles; Provides a $100 VRF increase for zero-emission vehicles; Provides that two cents of the diesel fuel tax increase, resulting in about $50 million annually, is deposited in the Trade Corridors Improvement Fund (TCIF).
Funding Mechanism	Not Applicable.	Not Applicable.	Not available.	This bill creates the Road Maintenance and Rehabilitation Program, authorized for five years, establishing the Road Maintenance and Rehabilitation Account (RMRA), created within the State Transportation Fund, into which all funds raised by the tax and fee increases in this bill are deposited, with the exception of $0.02/gallon from the diesel excise tax increase going to TCIF.

Side-by-Side Comparison of State Transportation Revenue Proposals

Bill No.	ACA 4 (Frazier)	SCA 7 (Huff)	Speaker Atkins' Proposal	SB 16 (Beall)
				Provides that Truck Weight Fees would be returned to the State Transportation Fund by redirecting these fees into the RMRA over a five-year period (20 percent annually). Provides the General Fund would be backfilled by a 0.35 percent increase in the VLF over the five-year period (raised in 0.07 increments over the five-year period). Provides that loans made by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account and the Motor Vehicle Account shall be repaid over three years, one third per year, for a total of approximately $1B. Funding to backfill the loss to the General Fund from the loan repayments will come from the Budget Stabilization Account (BSA) which currently has a $1.6B balance. New funds raised by the bill are allocated as such: • 5% is set aside for counties which pass local sales and use taxes for transportation purposes; • the remainder is a 50/50 split between state and local projects; • Local project funding is pursuant to an existing statutory formula 50% to cities based on population/50% to counties based on a combination of the number of registered vehicles and the miles of county roads; • To receive local funds, cities and counties must maintain their historic commitment to funding street and highway purposes by annually expending not less than the average of expenditures for the '09/10, '10/11 & '11/12 fiscal years; New TCIF revenues from increased diesel tax are allocated by CTC for infrastructure improvements on corridors that have a high volume of freight movement.

Side-by-Side Comparison of State Transportation Revenue Proposals

Bill No.	ACA 4 (Frazier)	SCA 7 (Huff)	Speaker Atkins' Proposal	SB 16 (Beall)
Firewall/ Protection	Adds to Sec. 2, Article XIII C ,subsection (2)(A): A special tax for the purpose of providing funding for local transportation projects (as defined).	Prohibits the use of fuel tax revenues to be used to pay for bonds or other indebtedness except as provided by Article XIX (which allows up to 25% of state fuel tax revenues to repay bonds issues after November 2, 2010, for streets and highways). Prohibits the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles – VLF fees - and from using those revenues other than as specifically permitted by Article XIX. Provide that none of the revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness. Provides for no other borrowing or diversion of funds for purposes other than those transportation purposes specified in Article XIX.		With the exception of weight fees, bill has no effect on current taxes and fees. This bill does not affect how existing gasoline excise taxes, diesel excise taxes, VLF and other fees are spent. Except for weight fees, It only affects how the new revenues raised by this bill are spent.
Eligibility	For local transportation projects, defined as planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads, and highways, state highways and freeways, and public transit systems.	Requires revenues from the portion of VLF exceeding 0.65% of the value of a vehicle to be used for street and highway purposes. Other eligibility of funds are for transportation purposes as specified by Article XIX.		The bill directs most new funds spent on maintenance - all funds raised by the tax and fee increases in the bill except $0.02/gallon from the diesel excise tax increase is spent on basic road maintenance and rehabilitation and critical safety projects.
Status	Vote: 2/3 Appropriation: No. Fiscal Committee: No. State-Mandated local program: No. Calendared for hearing Assembly Transportation Committee, 04/27/15.	Vote: Majority Appropriation: No Fiscal committee: Yes State-Mandated local program: No. Calendared for hearing Senate Transportation & Housing Committee, 05/05/15.		Vote: 2⁄3. Urgency Statute. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no. Calendared for hearing Senate Governance & Finance Committee, 05/06/15.