



# AGENDA

**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)**  
**Thursday, February 19, 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      JANUARY 15, 2015 MEETING MINUTES – PG. 3**  
    • Approve the January 15, 2014 meeting minutes.
- Item #4      CALTRANS LOCAL ASSISTANCE UPDATES**  
    • Receive updates from Caltrans Local Assistance staff.
- Item #5      VENTURA COUNTY REGIONAL BICYCLE WAYFINDING DRAFT REQUEST FOR PROPOSALS – PG. 5**  
    • Review and comment on the draft Regional Bicycle Wayfinding project Request for Proposals (RFP).
- Item #6      REVISED CONGESTION MITIGATION AND AIR QUALITY MINI CALL FOR PROJECTS SCHEDULE – PG. 6**  
    • Discuss the revised Congestion Mitigation and Air Quality (CMAQ) Call for Projects schedule.
- Item #7      ACTIVE TRANSPORTATION PROGRAM PROJECT DISCUSSION – PG. 8**  
    • Discuss potential Active Transportation Program (ATP) projects and the draft SCAG Regional Project Selection Process.  
    • Recommend reserving \$1,000,000 of FY 2016/17 CMAQ to be used as matching funds for ATP projects.  
    • Recommend approach for selecting ATP projects to receive CMAQ matching funds.
- Item #8      POTENTIALLY LAPSING SURFACE TRANSPORTATION PROGRAM APPORTIONMENT – PG. 15**  
    • Recommend the Commission program \$1.5 million in Surface Transportation Program (STP) funds for a cost increase to the Wendy Drive / Route 101 Interchange improvement project, to avoid a possible lapse of funds.

- Item #9      PENDING STATE FUEL TAX REDUCTION RELATED TO “SWAP”– PG. 22**
- Receive and file information on pending State Fuel Tax reduction.

**Item #10      FUTURE AGENDA ITEMS**

Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Congestion Management Program

ATP Cycle Two Process

**Item #11      ADJOURNMENT**

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

January 15, 2015

**1. Call to Order**

Chairperson Ken Matsuoka called the meeting to order at 9:04 a.m. The following people were present (an asterisk represents voting Member Agencies):

Robert Wong	Caltrans	Morris Zarbi	Caltrans
Ken Matsuoka	Camarillo*	Thang Tran	Camarillo
Claire Johnson-Winegar	Gold Coast Transit District	Dave Klotzle	Moorpark*
Jason Samonte	Oxnard*	Cynthia Daniels	Oxnard
John Demers	Oxnard Harbor District*	Christina Birdsey	Oxnard Harbor District
Joseph Briglio	SCAG	Stephen Patchan	SCAG
Kamran Panah	Simi Valley*	Cliff Finely	Thousand Oaks*
Tom Mericle	Ventura*	Allison Sweet	Ventura County
Ben Emami	Ventura County	David Fleisch	Ventura County*
Ben Cacatian	VCAPCD	Kara Elam	VCTC
Peter De Haan	VCTC	Stephanie Young	VCTC

**2. Public Comments**

No public comments were made.

**3. Election of Officers – Action**

David Fleisch moved to nominate Tom Mericle as Chairperson and Cliff Finely for Vice-Chairperson for the 2015 calendar year. A voice vote was taken and passed unanimously. Tom Mericle assumed his seat at Chairperson for the duration of the meeting.

**4. 2015 TTAC Meeting Schedule – Action**

David Fleisch moved to approve the 2015 meeting schedule. Cliff Finely seconded the motion. A voice vote was taken and it passed unanimously.

**5. October 16, 2014 Meeting Minutes – Action**

*(Item 5 heard jointly with Item 6)*

David Fleisch moved to approve the October 16, 2014 meeting minutes. Ken Matsuoka seconded the motion. A voice vote was taken and it passed unanimously.

**6. December 18, 2014 Meeting Minutes – Action**

*(Item 6 heard jointly with Item 5)*

David Fleisch moved to approve the December 18, 2014 meeting minutes. Ken Matsuoka seconded the motion. A voice vote was taken and it passed unanimously.

**7. Caltrans Local Assistance Updates**

Robert Wong noted that the Active Transportation Program (ATP) Cycle Two workshops and guidelines will be distributed soon and CTC allocation deadline for Fiscal Year (FY) 2014/15 is June. Agencies should consider the state FY as they complete their ATP project application funding schedule, specifically construction funding, as the process to allocate construction funds is more complex. Robert Wong also mentioned that a call for Highway Safety Improvement Program (HSIP) projects could occur in March 2015, the next Caltrans Quarterly meeting is in February and that another Caltrans “Work Group” meeting will occur soon; Caltrans is requesting that agencies submit questions to Local Assistance. TTAC suggested combining the Quarterly meeting with the Work Group meeting

**8. Active Transportation Program Cycle Two**

Stephanie Young handed out the ATP Cycle Two draft guidelines and draft application and explained that regional and statewide guidelines are still being developed. Staff asked TTAC for feedback on how to improve applications that compete regionally and statewide. Tom Mericle suggested that draft applications go through a peer review process or a

review/assessment by a Consultant and the scoring process should be improved in that if a larger discrepancy in scoring occurs, an independent fourth review of the application occurs. Ideally, the scoring process would be found within the guidelines. Stephen Patchan mentioned that the CTC could potentially update the scoring system and possibly provide training to evaluators of applications for Cycle Two. Stephan Patchan further noted the following regarding Cycle One:

- Projects that integrated walking and biking scored well, statewide.
- Projects that included schools in “clusters” and Safe Route to School components scored well.
- Projects that included early onset, robust public outreach components and detailed explanation of all data collection methods scored well.
- Projects that include public health components, Public Health agency partnerships or potential partnerships explained in detail as well as projects that include maps that are clear and of good quality are more likely to score well.

David Fleisch noted that Ventura County has a population that is generally spread out rather than condensed into pockets so two favored aspects of applications (benefiting pedestrians/bicyclists and serving clusters of schools) are readily available in urban areas, not rural areas, and the criteria should formally include any favored aspects of applications. Stephen Patchan took note and explained that the CTC is exploring the possibility of re-defining disadvantaged community to be consistent with the proposed Cap and Trade definition. SCAG will provide updates to Ventura County when the CTC adopts the guidelines. David Fleisch moved to recommend that the agencies bring a list of potential ATP projects to the next TTAC meeting. Cliff Finely seconded the motion. A voice vote was taken and it passed unanimously.

#### **9. Regional Bicycle Wayfinding Project**

Peter De Haan noted that RFP is being prepared and will be presented to TTAC for approval at the next meeting. Tom Mericle suggested that, in future ATP Cycles, regional aspects of the Bicycle Wayfinding Project and the Countywide Master Plan should be developed into an ATP Application; involvement from all applicable jurisdictions is essential.

#### **10. Review of Countywide Transit Marketing and Ridesharing Programs – Action**

Peter De Haan explained that staff re-analyzed carry over balances for Regional Ridesharing and found that there is sufficient carryover balance to fund the program through the end of FY 2016/17. David Fleisch moved to recommend that VCTC Transit Marketing funding of \$500,000 be set aside in the FY 2014/15 program (to be approved in FY 2015/16 for expenditure in FY 2016/17) and that no funding be set aside for Regional Ridesharing. Ken Matsuoka seconded the motion. A voice vote was taken and it passed unanimously.

#### **11. Highway Monitoring Cameras Demonstration Project**

Peter De Haan provided TTAC updates; Caltrans proposed they recommend specific locations after reviewing existing infrastructure possibilities. A permit would be issued with the County doing the contracting. Caltrans would operate and maintain the cameras, after they are installed. TTAC re-confirmed locations to be considered are Route 101 in Camarillo (possible two locations), Route 101 (near the Rincon), Route 126/118 interchange and Route 118/34 interchange. Ken Matsuoka moved to recommend that Ventura County administer the project and identify high priority segments. David Klotzle seconded the motion. A voice vote was taken and it passed unanimously.

#### **12. Revision to Simi Valley STP Funds – Action**

Cliff Finely moved to recommend programming \$510,997 of STP cost savings on the Simi Valley Street Rehabilitation project to various streets. Ken Matsuoka seconded the motion. A voice vote was taken and it passed unanimously.

#### **13. 118/34/Donlon Road Project Presentation**

Allison Sweet provided an oral and PowerPoint presentation on the Donlon Road/Highway 118/Highway 34 Project.

#### **14. Future Agenda Items**

The Regional Bicycle Wayfinding Project draft RFP and ATP Cycle Two Discussion will occur at the February meeting. Items regarding the ATP Cycle Two processes will occur at future meetings. The Congestion Management Program (CMP) items will occur as soon as possible.

#### **15. Adjournment**

Chairperson Tom Mericle moved to adjourn the meeting at 10:53 a.m. Cliff Finely seconded the motion. A voice vote was taken and it passed unanimously.



Item #5

February 19, 2015

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

**FROM: STEVE DE GEORGE, PLANNING DIRECTOR  
CARLOS HERNANDEZ, COH & ASSOCIATES, INC.**

**SUBJECT: REGIONAL BICYCLE WAYFINDING PROJECT DRAFT REQUEST FOR  
PROPOSALS/SCOPE OF WORK**

**RECOMMENDATION:**

- Review and comment.

**DISCUSSION**

The draft Regional Bicycle Wayfinding project Request for Proposals (RFP) is presented this month to TTAC for review and comment. It was developed with assistance provided by the TTAC Subcommittee. TTAC approval of the final draft RFP is scheduled for the March meeting.

The draft RFP was released to bicycle groups for comment on February 9, 2015. Comments and questions from bike groups are due by March 25, 2015 to accommodate the March 18<sup>th</sup> meeting with the Channel Islands Bicycle club. If comments received after the March TTAC meeting significantly changes the RFP, the final draft RFP would be brought back to TTAC in April for review and approval. We are encouraging bike groups to respond early.

Please note that the project dates listed in the draft RFP have changed from the milestone dates presented in the January TTAC staff report to allow for more outreach and review time. A summary of outreach meetings and activities with bicycle groups will be presented during the meeting.



Item #6

February 19, 2015

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**STEPHANIE YOUNG, PROGRAM ANALYST**

**SUBJECT: REVISED CONGESTION MITIGATION AND AIR QUALITY MINI CALL FOR PROJECTS SCHEDULE**

**RECOMMENDATION:**

- Discuss the revised Congestion Mitigation and Air Quality (CMAQ) Call for Projects schedule to allow applicants to submit revised local match fund commitments.

**BACKGROUND:**

At the November 2014 meeting, the Commission approved the CMAQ Call for Projects schedule and guidelines. VCTC received 38 applications totaling \$37,278,236 by the January 15<sup>th</sup> deadline. The amount of funding available in this Call for Projects is approximately \$13,370,000.

The Call for Projects guidelines included scoring criteria that provided up to 10 points to transit projects and 15 points to non-transit projects that provided matching funds. Due to the increase of TDA in the current fiscal year, it is possible that cities may wish to use their apportionment of TDA to increase their local matching funds for CMAQ projects. Staff is recommending that the review and approval of CMAQ projects be delayed so that applicants can increase their matching funds if they choose to do so. Adjustments to matching funds should be submitted to Stephanie Young, at [syoung@goventura.org](mailto:syoung@goventura.org), by March 12, 2015. No other changes to the project applications should be made. The revised schedule will also allow staff and the CMAQ scoring committee to more thoroughly review the large number of applications.

The revised CMAQ Mini Call for Projects schedule is shown below with updates in bold:

Commission Approval of Call Process:	November 7, 2014
Notification of Funding Availability:	November 10, 2014
Applications Due to VCTC:	January 15, 2015

**New Matching Fund Submittals Due:**

Task Force Approval of Projects: ~~week of January 26<sup>th</sup>~~

TRANSCOM Approval of Transit List: ~~February 12<sup>th</sup>~~

TTAC Approval of Non-Transit List: ~~February 19<sup>th</sup>~~

VCTC Approval to Projects: ~~March 6<sup>th</sup>~~

Approval of Amendment to Federal Transportation

Improvement Program: ~~May, 2015~~

**March 12, 2015**

**week of March 23, 2015**

**April 9, 2015**

**April 16, 2015**

**May 1, 2015**

**July 2015**

This recommendation was on the February 6, 2015 VCTC agenda.



**Item #7**

February 19, 2015

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**  
**FROM: STEPHANIE YOUNG, PROGRAM ANALYST**  
**SUBJECT: ATP PROJECT DISCUSSION**

**RECOMMENDATION:**

- Discuss potential Active Transportation Program (ATP) projects and the draft SCAG Regional Project Selection Process.
- Recommend reserving \$1,000,000 of FY 2016/17 CMAQ to be used as matching funds for ATP projects.
- Recommend approach for selecting ATP projects to receive CMAQ matching funds.

**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.

As part of the ATP process, applications that are not approved for statewide ATP funding subsequently compete for the ATP funds that have been allocated to the SCAG region. The draft Selection Process for the SCAG region is attached. Per these guidelines, VCTC will be able to assign up to 10 additional points to each project that is consistent with locally and regionally adopted plans, as defined by the VCTC. Criteria for the assignment of the 10 points will be brought back to the TTAC at a future meeting. As in Cycle 1, it is projected that Ventura County will receive about \$3.3 million of these funds in Cycle 2.

At the last TTAC meeting, members were asked to bring a list of their potential ATP projects to the February meeting in order to discuss the applications. Stephen Patchan, Senior Regional Planner at SCAG, and Dale Benson, Caltrans District 7 Bicycle Coordinator, will be at the February meeting to participate in the discussion.

## **DISCUSSION:**

### **CMAQ Matching Funds**

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 extra points for providing one. Per the guidelines, projects can receive up to 5 points for providing matching funds. 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 whole 5 points. This information will be part of the next Draft ATP Guidelines released by the CTC.

In order to increase the competitiveness of Ventura County projects, staff is recommending that \$1,000,000 of FY 16/17 CMAQ be set aside to be used as potential additional matching funds to help leverage the statewide ATP funds. Since this set aside would be in the future, it would not reduce the amount available in the current CMAQ call for projects.

Staff has determined a few different possible criteria by which the use of CMAQ as matching funds can be decided. In each of these scenarios, staff recommends that only projects requesting over \$1,000,000 in ATP funds for a single phase 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.

#### Options for Determining Distribution of CMAQ Matching Funds:

1. CMAQ matching funds are distributed to each agency based on population shares. This would ensure an equitable distribution, but if there is a minimum percentage of matching funds required in order to receive points, some agencies might not receive enough CMAQ to reach this minimum.
2. TTAC recommends a priority list of projects to the Commission and assigns CMAQ matching funds to the highest priority projects. The priority list would be based on preliminary scoring by TTAC or a subcommittee using the CTC scoring criteria. This option would require that applicants submit some type of application information to VCTC by the end of March. The priority list would be reviewed by TTAC on April 16<sup>th</sup> and by VCTC on May 1<sup>st</sup>.
3. CMAQ matching funds are distributed based on the success of ATP applications in Cycle 1. Those cities that did not receive funding in Cycle 1 would receive CMAQ matching funds for their Cycle 2 projects.
4. TTAC recommends a priority list of projects similar to Option 2, but uses different scoring criteria from those of the CTC. In this case, the criteria would need to be approved as early as the March 19<sup>th</sup> TTAC meeting and applicants would submit their applications to VCTC at the end of March or beginning of April in order to be on the April 16<sup>th</sup> TTAC agenda. One possibility would be to score each project using a single criterion, Regional Access Benefits, encompassing the degree to which a project enhances transportation

access on a regional level including between jurisdictions and to regionally-significant trip generators.

Staff recommends that TTAC consider the fourth option above, using the single Regional Access Benefits criterion as described, to provide a relatively simple approach while emphasizing the appropriate role for VCTC to play as a Regional Transportation Planning Agency. This approach would also focus the CMAQ match on projects that would tend to score well on the statewide level anyway, since experience with the prior cycle showed that many of the selected projects were those with significant regional benefits.

**2015 Active Transportation Program  
Southern California Association of Governments Regional Project Selection Process**

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Project Selection Process (Process) outlines the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2015 California Active Transportation Program (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. This Process relates to the 2015 California Active Transportation Program, which includes three years of funding in Fiscal Year 2016/17, FY 2017/18 and FY 2018/19. The Process may be revisited and modified for future rounds of funding.

**Background**

- The goals of the ATP program are to:
  - Increase the proportion of trips accomplished by biking and walking.
  - Increase the safety and mobility of non-motorized users.
  - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
  - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
  - Ensure that disadvantaged communities fully share in the benefits of the program.
  - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2015 Active Transportation Program Statewide Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Guidelines.
- Per SB 99 and the Statewide Guidelines, the following requirements apply specifically to SCAG:
  - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives;
  - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
  - SCAG must obtain concurrence from the county transportation commissions.

- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 5% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

### **Regional Project Selection**

**In order to expedite the administrative approval process and accelerate project implementation**, SCAG intends to defer project selection to Caltrans and forgo its option to issue a supplemental regional call for projects. This means that the projects will be scored and ranked by Caltrans. An evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by Caltrans for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines. Regional Funding Categories
  - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include:
    - **Planning Projects** may include the development of active transportation plans in disadvantaged communities as well as the implementation of non-infrastructure projects (e.g., education or traffic enforcement activities).
    - **Implementation Projects** may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).
  - No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.
  - Up to 5% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. Non-infrastructure projects may also be funded under this category. If the total request in the Planning Projects Category is less than 5% of the total regional funds, or if applications in this category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.

- County Transportation Commission's Role in Project Selection
  - Prior to scoring by Caltrans, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
  - The county transportation commissions 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 each county transportation commission.
  - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
  - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
  - The Board of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.
  
- SCAG's Role in Project Selection
  - Implementation Projects Category
    - Following the release of the preliminary scores by Caltrans, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.
    - The ranked list will include a preliminary funding mark, established by the county's population-based share of no less than 95% of the total regional funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.
    - SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
      - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
      - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:
        - Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
        - This process will be repeated until the 25% target is met.
        - This process may lead to an outcome where a county receives less than its population-based share of the funding, but is

- necessary to ensure the disadvantaged communities' requirements for the regional program are met.
    - As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.
  - Planning Projects Category
    - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
    - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.
    - SCAG will defer to the ranking of Caltrans in the selection of the planning and non-infrastructure projects, except as follows:
      - SCAG may recommend projects be moved up on the list to meet disadvantaged communities requirements.
      - SCAG may recommend projects be moved up on the list to ensure there is geographic equity in projects recommended for funding in the Planning Projects Category.
- Recommended Regional Program of Projects
  - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).
  - If there are any duplicates in the Program resulting from the selection by both SCAG and a county of a non-infrastructure project, then SCAG will select an alternative project from the Planning Projects Category.
  - The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards of the county transportation commissions for approval and submission to the CTC.



**Item #8**

February 19, 2015

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: POTENTIALLY LAPSING SURFACE TRANSPORTATION PROGRAM APPORTIONMENT**

**RECOMMENDATION:**

- Recommend the Commission program \$1.5 million in Surface Transportation Program (STP) funds for a cost increase to the Wendy Drive / Route 101 Interchange improvement project, to avoid a possible lapse of funds.

**BACKGROUND:**

At the December meeting the Committee reviewed the status of STP and Congestion Mitigation and Air Quality (CMAQ) projects, including the schedule for obligating projects during the current federal fiscal year which ends September 30<sup>th</sup>. Based on this information staff has developed the attached updated schedules for obligating projects this year. This information will be transmitted to Caltrans for use in Obligation Authority management, and also used by VCTC to ensure that all funds will be obligated within three years of apportionment so that they do not lapse.

Due in part to several large recent deobligations of funds for completed projects, the tables show that there is \$1,232,140 million in STP funds in danger of lapsing this year.

**DISCUSSION**

As TTAC is aware, under the policy adopted as part of the Comprehensive Transportation Plan, STP funds are now to be used for State Highway priorities. Staff is aware of previously-approved STP project on a State Highway that can obligate the potentially-lapsing funds by the deadline, namely the Route 101 / Wendy Drive project in Thousand Oaks, which is nearly complete but has experienced a cost overrun. At VCTC's request, Thousand Oaks staff has provided the attached letter explaining the cost overrun. Staff therefore recommends approval of Thousand Oaks' request which will obligate sufficient funds to avoid a lapse, assuming all

other projects are obligated on schedule and there are no more significant deobligations of funds this year.

Starting in FY 2015/16, virtually all of VCTC's annual apportionment will need to be obligated each year to State Highway projects to avoid a lapse of funds. As TTAC will recall, during the last State Highway Improvement Program (STIP) development cycle, \$14 million was programmed in Fiscal Year (FY) 2017/18 for the Route 101 Widening Environmental phase, and \$3 million was programmed in the same year for the Route 118 Widening Environmental phase. At the time these funds were programmed, staff disclosed that there would be the option of using STP funds to advance these Environmental phases. Staff expects that in the near future it will bring a recommendation for starting both projects in FY 2015/16 using STP funds. Such an action will be in keeping with the policy of utilizing STP for State Highway priorities, and will prevent future lapsing of funds.

**STP PROJECTS FY 2014/15**

**Balance as of February 1, 2015**  
(includes FY 14/15 apportionment  
estimate)

**\$ 25,005,805**

<b>Project Title</b>	<b>Agency</b>	<b>Planned Obligation (E-76 date)</b>	<b>TIP ID</b>	<b>Amount</b>	<b>Current Project Status</b>	<b>FTIP Status</b>
Pleasant Valley/E. 5th St Improvements (RW)	County	Jan-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
Sta Rosa Rd Widening Upland/Woodcrk CON	Camarillo	May-15	07-VEN040502	\$1,810,277	Transferred \$500K from VEN54032.	Currently in 2015 FTIP
Pavement Rehab	Moorpark	Jun-15	07-VEN54032	\$637,416	PES needed.	Discussed at Dec 18 TTAC. Requires FTIP modification.
Camino Del Sol Resurfacing	Oxnard	Aug-15	07-VEN54032	\$400,000		Requires FTIP amendment
Pavement Rehab	Simi Valley		07-VEN54032	\$575,000		New Project.

**Total to be obligated by 10/1/2015**

**\$4,001,693**

**Balance**

**\$21,004,112**

**Potential Lapse (AB1012)**

**\$5,233,833**

**Repayment of OCTA Loan (Feb 2013)**  
**FY 2013/14 apportionment**  
**FY 2014/15 apportionment**  
**TOTAL**

**\$5,233,833**      Lapses October 1, 2015  
**\$9,885,986**      Lapses October 1, 2016  
**\$9,885,986**      Lapses October 1, 2017  
**\$25,005,805**

**FY 2015/16 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
Route 118 - Moorpark to e/o Spring	Moorpark	Dec-15	07-VEN34089	\$796,770	Design and ROW acquisition in progress	Currently in 2015 FTIP

## CMAQ PROJECTS FY 2014/15

## Balance as of November 1, 2014

(includes FY 14/15 apportionment estimate)

\$  
19,913,441

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Rose Ave Sidewalk CON	Oxnard	VEN120402	Jan-15	\$401,555		
Sheridan Way/Ventura River Bike Trail PE	S.B. Ventura	VEN110304	Jan-15	\$44,265	Preparing RFA	
Ventura Blvd Sidewalk CON	Oxnard	VEN120403	Feb-15	\$846,346		Will be amended in FTIP around Feb 2015
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	Feb-15	\$102,975		Will be amended in FTIP around Feb 2015
Bike facilities for NECSP	Oxnard	VEN130101	Apr-15	\$585,360		TCM completion date is 5/2015. Will need FTIP amendment and corrected completion date.
Arneill/Dunnigan Traffic Signal	Camarillo	VEN130106	Jun-15	\$200,000		Will be amended in FTIP around Feb 2015
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		TCM completion date is 3/2015. Will need FTIP amendment and corrected completion date.
Bike Trail in Railroad ROW	Santa Paula	VEN111102	Aug-15	\$1,110,000		TCM completion date is 2/2015. Will need FTIP amendment and corrected completion date.
West LA Ave Bike Lanes CON	Simi Valley	VEN120417	Aug-15	\$2,080,455		Will be amended in FTIP around Feb 2015
<b>Total obligations in FY 14/15</b>				<b>\$5,702,324</b>		
<b>Remaining balance</b>				<b>\$14,211,117</b>		
<b>Lapsing Funds</b>				<b>\$3,269,697</b>		

<b>FY 2012/13</b>		<b>\$3,269,697</b>	<b>Lapses October 1, 2015</b>
<b>FY 2013/14</b>		<b>\$8,321,872</b>	<b>Lapses October 1, 2016</b>
<b>FY 2014/15</b>		<b>\$8,321,872</b>	<b>Lapses October 1, 2017</b>
<b>TOTAL</b>		<b>\$19,913,441</b>	

### **FY 15/16 and Beyond**

Sheridan Way/Ventura River Bike Trail CON	S.B. Ventura	VEN110304	FY 15/16	\$177,060	Preparing RFA	
Hwy 126 Bike Path Gap Closure CON	S.B. Ventura	VEN031230	FY 15/16	\$743,652		



## Public Works Department

2401 Thousand Oaks Boulevard • Thousand Oaks, CA 91320  
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January 26, 2015

Jay T. Spurgin  
Public Works Director

Damen Kettle, Executive Director  
Ventura County Transportation Commission  
950 County Square Dr., Ste. 207  
Ventura, CA 93003

**Subject: Wendy Drive/Route 101 Interchange Improvements (CI 5050) (Federal Aid Project STPL – 5392 (038))**

Dear Mr. Kettle:

The City of Thousand Oaks is respectfully requesting additional STPL funds in the amount of \$1,500,000 for the subject project. The project is substantially complete and fully operational with only punch list items and the plant establishment period remaining. Substantial completion was on February 7, 2014, and the ribbon cutting was held on April 3, 2014.

The original construction contract was \$8,480,561. During the course of the work, approximately 58 change orders were processed. The estimated final construction cost will be \$12,840,000. Current federal funding (STPL) is \$8,700,390. Of the difference between the original construction contract and final construction cost, approximately \$1.9 million is participating cost and eligible for additional construction STPL funding.

The following table summarizes the major areas of additional Federal Aid eligible costs associated with the work:

Work Items	Amount
Temporary Safety Lighting/ Striping/ Signing/ Traffic Control/Electrical	\$ 442,798
Bridge Steel & Fabrication	\$ 311,678
Asphalt and Lime Treated Asphalt	\$ 190,601
Site Works/Landscape	\$ 640,075
Metal Beam Guard Rail	\$ 43,731
Unit Price Quantity Overages	\$ 280,706
<b>Total</b>	<b>\$1,909,588</b>

Several key factors were primarily responsible for the additional project costs. The project involved widening of two freeway off-ramps and one freeway on-ramp; widening of an existing bridge (Wendy Drive) over the Route 101 Freeway on both sides including abutments, piers, and steel girders; associated traffic signal relocations and improvements, safety lighting; State requirements, and the need to continuously and



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**Item #9**

February 19, 2015

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: PENDING STATE FUEL TAX REDUCTION RELATED TO "SWAP"**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

Under the fuel tax "swap" approved several years ago by the Legislature, various state transportation revenues are swapped and adjusted to provide stability in funding while being revenue-neutral relative to the previous arrangement. With regard to gasoline taxes, the state had formerly levied a fixed tax of 18-cents per gallon and applied sales taxes. Under Proposition 42, the state portion of the sales tax on motor fuels was earmarked for highway and road purposes. The "swap" replaced the state portion of the sales tax (the "Prop 42" amount) with an increased gas tax, with the proviso that the Board of Equalization is empowered to increase or reduce the gas tax to keep it equal to what formerly would have been collected from sales taxes under Proposition 42.

**DISCUSSION**

Although the Board of Equalization has not yet publicized the gas tax adjustment scheduled for July, 2015, Caltrans reported at a meeting of the regional agencies that they expect the gas tax will be reduced by 5 ½ cents to account for the amount that the Proposition 42 sales tax revenue would have dropped due to lower gasoline prices. Under the provisions of the "swap," the top priority for transportation revenues is the debt service for Proposition 1B and other voter-approved transportation bonds, so that debt service funding would not be reduced, and the entire reduction would have to come from State Transportation Improvement Program (STIP) and from the local road subventions. As a result, Caltrans anticipates that funding from the "swap" portion of the gas tax (i.e., the amount of gas tax that replaced the Prop 42 sales tax) for both the STIP and for local road subventions will be reduced by 50% in the upcoming fiscal year. It should be noted that the STIP is almost completely funded from the "swap" portion of the gas tax, while local roads also receive a base gas tax subvention.

On February 4<sup>th</sup>, Assembly Speaker Toni Atkins (D-San Diego) announced a proposal to increase transportation funding by \$2 billion per year through a combination of user charges as well as discontinuing the use of weight fees for debt service. It is expected that a portion of these funds would be provided to the local roads subvention program.