



AGENDA

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

Thursday, January 21, 2016, 9:00 a.m.

Camarillo City Hall, Administrative Conference Room

601 Carmen Drive, Camarillo, CA 93010

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 111. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

- Item #1 CALL TO ORDER**
- Item #2 INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3 PUBLIC COMMENTS**
- Item #4 ELECTION OF OFFICERS**
 - Elect a Chairperson and Vice-Chairperson for the 2016 calendar year.
- Item #5 NOVEMBER 19, 2015 MEETING MINUTES – PG. 3**
 - Approve the November 19, 2015 meeting minutes.
- Item #6 DECEMBER 17, 2015 MEETING MINUTES – PG. 5**
 - Approve the December 17, 2015 meeting minutes.
- Item #7 2016 TTAC MEETING SCHEDULE – PG. 7**
 - Approve the 2016 TTAC Meeting Schedule.
- Item #8 CALTRANS LOCAL ASSISTANCE UPDATES**
 - Receive updates from Caltrans Local Assistance staff.
- Item #9 VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT DRAFT
REASONABLE AVAILABLE CONTROL MEASURES ANALYSIS – PG. 9**
 - Receive a verbal update from VCAPCD regarding the Draft RACM Analysis.
- Item #10 ARTICLE 3 NON-MOTORIZED MAINTENANCE FUNDING – PG. 11**
 - Choose a preferred option for allocation of \$77,900 in Article 3 FY15-16 funding.

Item #11 FUTURE AGENDA ITEMS

Periodic Highway Construction Updates

Regional Transportation Funding & Planning

Congestion Management Program

2017 Program Updates

ATP Cycle III Discussion

Item #12 ADJOURNMENT

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
November 19, 2015**

1. Call to Order

Vice-Chair Cliff Finley unofficially called the meeting to order at 9:06 a.m. while awaiting a quorum. Introductions and announcements were performed at this time. At 9:10 a.m., a quorum was present and Vice-Chair Cliff Finley officially called the meeting to order. The following people were in attendance:

Mazen Dabboussi	Caltrans	Morris Zarbi	Caltrans
Robert Wong	Caltrans	Ken Matsuoka	Camarillo
Thang Tran	Camarillo	Matt Miller	Gold Coast Transit
Al Gali	Moorpark	Jason Samonte	Oxnard
Lou Balderrama	Oxnard	Raymond Williams	Oxnard
John Ilasin	Santa Paula	Joe Briglio	SCAG
Kamran Panah	Simi Valley	Cliff Finley	Thousand Oaks
Mike Tohidian	Thousand Oaks	Jeff Hereford	Ventura
David Fleisch	Ventura County	Ben Emami	Ventura County
Ben Cacatian	VCAPCD	Emily Duchon	Alta Planning
Kara Elam	VCTC	Peter De Haan	VCTC
Richard Holzer	VCTC	Steve DeGeorge	VCTC

2. Introductions and Announcements

Self-introductions were performed.

3. Public Comments

No public comments were made.

4. October 15, 2015 Meeting Minutes – Action

Vice-Chair Cliff Finley noted a correction to the October 15, 2015 meeting minutes in that his last name appears misspelled as “Finely” throughout the minutes. Mike Tohidian moved to approve the October 15, 2015 meeting minutes, as corrected. Al Gali seconded the motion, which passed with no objection. David Fleisch abstained from voting as he was not present at the October 15, 2015 meeting.

5. Caltrans Local Assistance Updates

Caltrans provided updates on HSIP, ATP and CMAQ programs.

6. Bike Wayfinding Project Introduction

Richard Holzer introduced himself as VCTC’s Planning Analyst and the primary staff contact on the Ventura County Bicycle Wayfinding Project. Emily Duchon of Alta Planning provided a brief presentation on the public outreach tool to be used within the Bicycle Wayfinding Project, WikiMap. Emily Duchon requested information from TTAC including local sign standards, graphics and maintenance schedules as well as existing plans, routes, maps and codes related to bicycle facilities and wayfinding.

7. Hueneme Road Project Presentation

Lou Balderrama provided a presentation on the City of Oxnard’s Hueneme Road Widening Project. The project started twenty five years ago with multiple agencies involved including Caltrans, the Public Utilities Commission and VCTC. Construction included widening a bridge, installation of over 1000 sq. feet of 16” water main, storm drains, raised landscaping, street widening and resurfacing. Construction is projected to be completed in December 2015.

8. Future Agenda Items

A presentation provided by the Ventura County Air Pollution Control District on the revised Air Quality Management Plan will occur in December. An update regarding the Congestion Management Plan will occur as soon as possible.

9. Adjournment – Action

David Fleisch moved to adjourn the meeting at 10:23 a.m. Mike Tohidian seconded the motion, which passed with no objections.

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
December 17, 2015**

1. Call to Order

Chairperson Tom Mericle unofficially called the meeting to order at 9:10 a.m. A quorum was not present. The following people were in attendance:

Fred Bral	Caltrans	Robert Wong	Caltrans
Ken Matsuoka	Camarillo	Thang Tran	Camarillo
Al Gali	Moorpark	Jason Samonte	Oxnard
John Ilasin	Santa Paula	Courtney Aguirre	SCAG
Joe Briglio	SCAG	Kamran Panah	Simi Valley
Tom Mericle	Ventura	David Fleisch	Ventura County
Ben Emami	Ventura County	Ben Cacatian	VCAPCD
Kara Elam	VCTC	Peter De Haan	VCTC

2. Introductions and Announcements

Self-introductions were performed. Caltrans announced David Sosa's retirement. Ventura County's Donlon Road Project is progressing with slopes and paving completed. Detailed information and updates can be found on the projects website at <http://vcdonlonrealign.org/>. Staff advised the Active Transportation Program Cycle III will start soon. ATP applications will be due in June 2016 and, after this cycle, the call will be biennial. On January 7, 2016, a series of one-on-one technical working sessions will occur at the Ventura County SCAG office for any potential Affordable Housing Sustainable Communities (AHSC) applicants.

3. Public Comments

No public comments were made.

4. November 19, 2015 Meeting Minutes – Action

This item was tabled for the January meeting. No objections were made.

5. 2016 TTAC Meeting Schedule – Action

A brief discussion was had on the proposed meeting schedule, specifically the May and November meeting locations. This item was tabled for the January meeting. No objections were made.

6. Caltrans Local Assistance Updates

Information regarding the effects of the Fixing America's Surface Transportation (FAST) Act on local programs and funding will be provided by Caltrans at future dates via workshops to be scheduled. The next Southern California Local Assistance Management meeting is scheduled for March 24, 2016. The next Caltrans Quarterly Workgroup meeting is on January 26, 2015. Caltrans noted a change in project management for two Ventura County projects and reminded agencies of the policy that adjustments to award packages must be submitted within ninety days of receipt of the package.

7. State and Federal Funding Update

Staff handed out a fact sheet on the recently signed five year transportation authorization bill, the FAST Act. Discussion was had on the revenue sources and the goods movement portion of the program.

8. SCAG Regional Transportation Plan Presentation

Courtney Aguirre provided a presentation on SCAG's draft Regional Transportation Plan/Sustainable Community Strategies (RTPSCS) including strategies, financial plan, performance results and schedule. Notice of public hearing dates and workshop dates for the RTPSC was provided. Feedback was provided regarding reconciling emphasis of

multi-modal new development with residential areas with older homes and infrastructure as well as an aging population. Additional discussion was had regarding consideration of non-regionally significant local streets and roads as related to the FY15-FY40 projected expenditures within the RTPSCS financial plan. More information can be found at www.scagrtpscscs.net.

9. Ventura County Revised Air Quality Management Plan Presentation

Ben Cacatian provided a presentation on the revised Air Quality Management Plan (AQMP) currently being developed by the Ventura County Air Pollution Control District (VCAPCD). The VCAPCD, through its revised AQMP, will outline the control measures necessary to meet ozone requirements by year 2021.

10. Future Agenda Items

The election of TTAC Chairperson and Vice Chairperson will occur in January. The VCAPCD will provide the draft Reasonable Available Control Measures Analysis (RACM) at the January or February meeting. A discussion regarding an upcoming ATP Cycle III workshop as well as an update on the Congestion Management Plan will occur as soon as possible.

11. Adjournment – Action

The meeting concluded at 10:46 a.m. with no objections.



Item #7

January 21, 2016

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, DIRECTOR OF PROGRAMMING

SUBJECT: 2016 MEETING SCHEDULE

RECOMMENDATION:

- Approve 2016 TTAC Meeting Schedule with meetings to be held at 9:00 a.m. on the third Thursday of every month at Camarillo City Hall, with the exception that May 19 and November 17 in that these TTAC meetings be held 9:00 a.m. at the Camarillo Library immediately prior to the Caltrans Quarterly meetings.

DISCUSSION:

The following is the proposed 2016 Meeting Schedule for the Committee's consideration. This schedule will continue the practice of meeting the third Thursday of the month:

January 21
February 18
March 17
April 21
May 19 – *Meeting will be held at the Camarillo Library.*
June 16
July 21
August 18
September 15
October 20
November 17 – *Meeting will be held at the Camarillo Library.*
December 15



City of Camarillo

Office of the City Clerk

MEMORANDUM

DATE: October 28, 2015 via email: kcfem@govventura.org
TO: Kara Elam
VCIC
FROM: Jeffrie Madlana, City Clerk 
SUBJECT: Use of City Facilities – 2016 JTAC Meetings

We have reserved the Administrative Conference Room for the JTAC meetings on the third Thursday of each month from 9:00 a.m. to 11:00 a.m.

Please note the following conditions for the use of the room:

- Food and drinks are allowed in the conference room. However, you must supply your own coffee, water, cups, and utensils.
- The facilities must be left in the condition you found them. You are responsible for cleaning up after your meeting. You may be subject to a janitorial fee if clean up is necessary by the city.
- Tables cannot be moved. If you need to move chairs for your event, please put them back in their place before you leave.
- If you require use of the audio/visual equipment, please contact Janel Starr in Administrative Services at 388-5677, at least one week prior to your use. You must supply your own laptop.
- Please come prepared for your meeting. Your approved use does not include use of the City's telephone system (unless prearranged), fax machine, or copy machine.
- Please notify us at least 24 hours before your event if you need to cancel.

If you have any questions, please call me at 388-5353.

cc Bill Golobice



Item #9

January 21, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

**FROM: VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT
BEN CACATIAN, AIR QUALITY SPECIALIST**

**SUBJECT: VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT (VCAPCD)
DRAFT REASONABLE AVAILABLE CONTROL MEASURES (RACM)
ANALYSIS**

RECOMMENDATION:

- Receive and file the VCAPCD Draft RACM Analysis.

INTRODUCTION

The Clean Air Act (CAA) Section 172(c)(1) requires a review of Reasonably Available Control Measures (RACM) during the Air Quality Management Plan/State Implementation Plan (AQMP/SIP) development process to consider possible Transportation Control Measures (TCMs) that are feasible to implement in Ventura County. For TCMs to be RACM, TCMs must be both technologically and economically feasible and must advance the projected attainment date of the National Ambient Air Quality Standard (NAAQS). The U.S. Environmental Protection Agency (EPA) left the definitions for technologically and economically feasibility vague so that areas could determine what measures would be feasible or infeasible according to local factors. In addition, EPA did not provide a conclusive definition on "advancing attainment," but agencies have based their determination of RACM on whether a measure or group of measures would advance attainment by at least one year.

METHODOLOGY

A list of candidate RACM was prepared by the District using RACM lists of TCMs from the 2008 Ventura County AQMP, 2012 South Coast AQMP, 2007 San Joaquin AQMP, 2013 Sacramento AQMP, and Metropolitan Washington DC 2004 SIP. The RACM under consideration are organized according to the sixteen TCM categories listed in CAA Section 108(f).

- i. Programs for improved use of public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that achieve emission reductions;
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

Each candidate TCM has a control measure number (random number), title, and a brief description. If a TCM was found feasible for Ventura County, it was recommended as a candidate RACM for the 2016 AQMP with the appropriate implementing agency listed. If a TCM was determined infeasible for Ventura County, it was not recommended as a RACM for the 2016 AQMP and a reasoned justification was provided.

SUMMARY

The CAA Section 172(c)(1) requires a comprehensive review of RACM during the AQMP/SIP development process to ensure the implementation of TCMs in Ventura County as expeditiously as practicable. For TCMs to be considered RACM they must be both economically and technologically feasible and must advance the attainment date of the NAAQS at least one year. Based on this comprehensive analysis, the majority of TCMs determined to be feasible are either being implemented, or have been implemented, in Ventura County. The TCMs determined to be infeasible did not meet the criteria for RACM because of the individual reasons provided in the analysis. Moreover, implementing all feasible TCMs in the RACM analysis would not advance the Ventura County's 8-hour ozone attainment date by at least one year. If you have questions or comments, please contact Ben Cacatian at (805) 645-1428 or via email at ben@vcapcd.org.



Item #10

January 21, 2015

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: ARTICLE 3 NON-MOTORIZED MAINTENANCE FUNDING

RECOMMENDATION:

- Choose a preferred option for allocation of \$77,900 in Article 3 FY 15-16 funding.

BACKGROUND:

Every year VCTC issues a competitive call for projects of Transportation Development Act (TDA) Article 3 funds to be used for planning or capital non-motorized projects. Traditionally, the Citizens Transportation Advisory Committee/Social Services Transportation Advisory Committee (CTAC/SSTAC) has played a key role as the body responsible for selecting the projects that receive this distribution of funding. Over the last ten years, the average amount of Article 3 funds distributed to various bike and pedestrian projects has ranged approximately between \$500,000 to \$800,000 per year. Since it is not uncommon for a single bicycle or pedestrian project to easily exceed more than these amounts, staff is proposing options to for the TTAC to consider in distributing a portion of the fiscal year 15-16 cycle that is traditionally used toward capital maintenance on existing Class I bike paths in the cities/county.

DISCUSSION:

Several years ago, former CTAC/SSTAC groups recommended that VCTC dedicate 10-15% of the available Article 3 funding toward capital maintenance of existing Class I bike paths. Therefore, although there is no formal Commission policy on how the Article 3 funding shall be allocated each year, the annual practice has been:

- Reserve 10-15% off the top of available Article 3 non-motorized funds
- Issue the remainder for a competitive call for projects cycle
- Ask CTAC/SSTAC to score and rank the projects using annually Commission-adopted criteria
- Allocate funding to the "winning" applicants

- Allocate 10-15% to all seventeen jurisdictions based on their proportion of Class I bike path mileage to the total countywide mileage of Class I paths. *(handout of Class I mileage formula to be provided at TTAC meeting)*

During the 15-16 cycle, there was \$779,000 of Article 3 TDA non-motorized funding and staff reserved \$77,900 (10%) for Class I maintenance use, leaving \$701,100 available for competitive allocation. Six applicants applied and were awarded their requested amount of funding. Because \$77,900 is already a relatively small amount for capital maintenance, staff has considered allocating this amount among the six applicants, instead of the traditional seventeen jurisdictions, so that greater meaningful use is preserved for maintenance among an already small amount of funding.

However, staff also recognizes that dividing \$77,900 up six ways may not be the best use of the funding because the amounts are so small to truly make meaningful use of. Therefore, staff is requesting TTAC's preference among the following options:

Option 1 – Maintain the Status Quo	Divide \$77,900 seventeen ways so that all jurisdictions benefit from Article 3 funds for Class I maintenance, even if it is a small amount for each jurisdiction
Option 2 – Due Process to the Applicants	Divide \$77,900 six ways so that the Article 3 funds benefit only the jurisdictions that participated in the process, even if it is a small amount for each of the six jurisdictions
Option 3 – Carryover to Next Cycle (Staff recommendation)	Reserve \$77,900 and allocate no funds for Class I maintenance. The amount would carry over to the 16-17 cycle and could be used for new projects and/or maintenance

In discussing past allocations, CTAC/SSTAC and the Commission have felt the submittals were mostly for routine projects such as curb cuts. While this example is a worthwhile activity, it has been suggested that the Article 3 funds could be used for more innovative and exciting projects, and also, for bigger projects that might involve more than one city or just the County.

To achieve this goal, staff is recommending that the FY 15-16 allocation of maintenance funding be carried over to the FY 16-17 cycle of funds so that a larger pot of funding is available for a competitive cycle. The TTAC's preferred option will go to the Commission for approval in February or March.

In addition, in the coming months VCTC staff intends to work with TTAC and the CTAC/SSTAC to develop new policy(s) for regional non-motorized activities; and explore what possibilities exist for using existing local funds, such as Article 3 funds, to be leveraged as a local match option for federal or state grant programs. The intent behind developing new policy(s) is to improve the region's position for funding in a highly competitive funding environment. Therefore, staff is also seeking feedback from TTAC at this time on the current Article 3 program and if there is a desire to continue the practice of allocating funds for Class I maintenance.