



# JOINT MEETING AGENDA\*

*\*Actions may be taken on any item listed on the agenda*

## VENTURA COUNTY TRANSPORTATION COMMISSION

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

and

## OXNARD HARBOR DISTRICT

CAMARILLO CITY HALL

601 CARMEN DRIVE

CAMARILLO, CA

FRIDAY, OCTOBER 6, 2017

9:00 AM

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. 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.*

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**OXNARD HARBOR DISTRICT**

**VENTURA COUNTY TRANSPORTATION COMMISSION**

- 4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

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*Under the Brown Act, the Board should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

- 5. STATUS OF FUTURE TRANSPORTATION FUNDING IN LIGHT OF SENATE BILL (SB)1**
- 6. OXNARD HARBOR DISTRICT CEO AND DIRECTOR'S UPDATE**
- 7. GROUP DISCUSSION**
- 8. ADJOURN TO VENTURA COUNTY TRANSPORTATION COMMISSION MEETING**



Item #5

October 6, 2017

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION  
BOARD OF HARBOR COMMISSIONERS**

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

**SUBJECT: STATUS OF FUTURE TRANSPORTATION FUNDING IN LIGHT OF SB 1**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

One of VCTC's functions per state law is to establish priorities for transportation spending in various categories of state and federal funds provided for road and transit projects. For example, VCTC is projected to receive over the next 10 years about \$170 million in state and federal funds which are available for transportation capital improvements, and for which VCTC in its Comprehensive Transportation Plan identified 101 and 118 freeway improvements as having the priority. VCTC also receives approximately \$8 million annually from the Congestion Mitigation and Air Quality program that it provides for transit, bicycle, and pedestrian projects, and which can also go to other air-quality transportation purposes. VCTC receives transit funds that are the primary source for ongoing operation and maintenance of the county's bus systems as well as Metrolink.

Transportation funding in which VCTC has little if any role includes the state's funding for highway operations and maintenance plus approximately \$30 million per year in state funds that are apportioned to the county and to the cities for local streets and roads. Through its portion of the Southern California Association of Governments' share of the state's Active Transportation Program, Ventura County receives \$1.8 million per year for bicycle and pedestrian projects prioritized by the state.

On April 6<sup>th</sup>, the Road Repair and Accountability Act, SB 1, was passed by a two-thirds vote of both houses of the Legislature, to substantially increase transportation infrastructure investment. VCTC staff briefed the Commission on SB 1 at its May 12<sup>th</sup> meeting. Approximately two-thirds of the funds from SB 1 are for road repair and maintenance, with funds going to Caltrans and by formula to cities and counties. The remaining third is primarily designated for competitive grants, with very limited availability for freeway improvements. Over the past several months staff has been participating in the statewide efforts to develop guidelines for the competitive programs, so staff now has a better sense of what kinds of projects are likely to receive funds from which programs.

One of the challenges presented by SB 1 is that VCTC's planning efforts up to this point were not necessarily developed with the SB 1 goals in mind, and SB 1 makes a significant change in the state's prior way of establishing priorities, by establishing new competitive grant programs in perpetuity. To address this situation VCTC will need both a short-term strategy for nominating projects for the initial competitive funding cycle, and a long-term strategy to plan projects for future SB 1 funding rounds.

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A second challenge, for which there is no easy short-term or long-term solution, will be VCTC's lack of local match. In some funding categories, a minimum local match is required. Even if VCTC could meet this requirement, it is still at a competitive disadvantage since the amount of match leveraged beyond the minimum requirement is often used as a selection criterion, and there are a large number of counties that unlike Ventura have their own transportation revenue sources and can therefore offer significantly more match than VCTC. This issue of competing with other counties has grown more acute given SB 1's substantial emphasis on competitive grants.

The attached matrix provides a summary of SB 1's effect on transportation funding, and possible VCTC strategies to address SB 1. The top row briefly summarizes the previously-existing regional and local transportation funding in the various categories, while the middle row summarizes the funding added by SB 1. The last row summarizes possible VCTC strategies to address each type of transportation mode with competitive funding. The issues raised for Ventura County by the various SB 1 programs are further discussed below.

VCTC continues to track developments at the federal level, but for many years that situation has remained "status quo." The most significant recent federal development was the passage of the Fixing America's Surface Transportation (FAST) Act in 2015, which authorized for five years the federal transportation programs at approximately the previously existing funding levels. However, one significant change brought by FAST was the establishment of a new program specifically for freight movement. Recently, the federal government issued a call for projects for the Infrastructure For Rebuilding America (INFRA) program, which is funded with FAST Act freight program funds. In addition, a call for projects was just issued for the Transportation Investment Generating Economic Recovery (TIGER) program. Both programs have minimum local match requirements and VCTC has been unable to obtain a source for even the minimum local match for the Rice Avenue / Coast Rail Line Grade Separation Bridge which is the top Port access priority. Therefore, VCTC is not developing applications for those programs.

Since the election of President Trump there has been continued talk of a \$1 trillion infrastructure program involving the leverage of private funds. However, there have been no details on how that program would be structured so it is difficult to determine how Ventura County could benefit.

### **DISCUSSION:**

#### **SB 1 Trade Corridor Program**

VCTC's policy over many years has been to fund Port access improvements through discretionary grant opportunities. For many years, VCTC and the Port jointly pursued Congressional earmarks, known as "Demonstration Projects," to fund these improvements which included the Rice/1 Interchange, the Rice Extension, and the Rice/101 Interchange. Although the practice of Congressional earmarking was eliminated about 10 years ago, VCTC and the Port worked with the Southern California regional agencies to obtain funds from the Proposition 1B Trade Corridor program for the Rice/101 Interchange and the Hueneme Road Widening. The SB 1 Trade Corridor program continues the state's earlier priority on freight movement from the Proposition 1B Trade Corridor program, but with a greater emphasis on competitive funding rather than on regional funding shares.

The Rice Avenue Grade Separation over the Coast Main Line is the next Port access project in line for freight funds, so it appears clear that VCTC should attempt to fund this project through the first SB 1 Trade Corridor grant application cycle. Based on the draft program guidelines available so far, it is anticipated that a portion of the available funds will be designated for Caltrans-nominated projects, with no match required, and a portion for region-nominated projects. VCTC Commissioner and Caltrans

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District Director Carrie Bowen has stated that Caltrans District 7 is working to have this project nominated by Caltrans. VCTC staff anticipates providing staff support in cooperation with City of Oxnard staff and County of Ventura staff as required for Caltrans' preparations of the funding application for this project.

### **Transit Capital Program**

The SB 1 Transit Capital and Intercity Rail Program will be combined with Cap-and-Trade funds and administered as a single program, with a basic eligibility requirement that all projects must demonstrate a reduction in greenhouse gas emissions. Given the infusion of SB 1 funds staff anticipates that the upcoming Transit Capital program application cycle will provide a particularly large amount of funds, so it is of critical importance to have an application submitted. Given the emphasis of the program staff has identified a particularly competitive project as likely being the Leesdale Siding Extension in the unincorporated area on the Coast Main Line between Camarillo and Oxnard. This project would eliminate an existing bottleneck on the corridor, expediting the operation of existing Pacific Surfliner trains including future retimed trains to serve the Santa Barbara commuter market. VCTC has obtained an updated estimate of \$7.9 million for this project. Staff anticipates that VCTC will work with the Southern California Regional Rail Authority (SCRRA – aka Metrolink), San Diego/Los Angeles/San Luis Obispo Corridor Agency (LOSSAN – aka Pacific Surfliner), Santa Barbara County Association of Governments, and Union Pacific to move this project forward. VCTC has discussed this item at the Transit Operators Committee (TRANSCOM) and one or more bus operators might also have projects to submit, and there may be opportunity for coordination of submittals.

### **Congested Corridor Program**

SB 1 establishes a new program to fund the implementation of Multi-Modal Corridor Plans in congested corridors. An adopted Multi-Modal Corridor Plan is required to be considered for this competitive funding, but this requirement did not exist prior to SB 1, so for the first application cycle this competition will effectively be limited to counties that happened to have developed such plans in recent years without knowing it would become a requirement. Therefore, VCTC staff intends to move quickly to initiate a Multi-Modal Corridor Plan, possibly for the 101 corridor, so that Ventura County can be considered for future application cycles. Interestingly, SBCAG has expressed its intention to use its "101 in Motion" study from several years ago as the basis for a Santa Barbara County application in the first application cycle.

### **State Transportation Improvement Program**

SB 1 also provides a small amount, estimated at \$17 million over 10 years, for the State Transportation Improvement Program (STIP), which will help offset prior reductions to that program. These funds will become available for VCTC's STIP priorities, which are the 101 and 118 freeway improvements.

At this time the Commission has on its agenda the nomination of projects for the 2018 STIP, which includes new SB 1 funds over the next five years. VCTC's total county share programming capacity for the five years is \$59,981,000. Given that the funds available to VCTC will only provide small fraction of what is required for 101 and 118 freeway improvements, staff believes all available funds should be conserved to implement as much as can be accomplished in Early Action Items on 101. VCTC is currently underway with the consultant procurement for the 101 Freeway Improvements environmental document, so under the STIP Guidelines the project cannot yet be nominated for funding. Therefore, the STIP share for Ventura County can be carried over to be available for the 101 project in future STIP cycles.

**Transit Operations / Maintenance Programs**

SB 1 will provide an estimated \$3.7 million per year to VCTC in transit funds. Of this amount \$2.7 million will represent an increase to VCTC's State Transit Assistance formula apportionment, which should more than offset reductions to that program in recent years. The remaining \$1 million will come through a new "State of Good Repair" program for which there has been no progress yet in developing guidelines. Staff is aware of some significant future needs for these funds far in excess of what will be available. These needs include:

1. As part of VCTC's termination agreement with Roadrunner Management Services for VCTC Intercity Bus operations, should Roadrunner not be purchased by a qualified company that can provide the service at a comparable cost to VCTC, VCTC will issue a Request for Proposal for a new contractor. In order to maintain a comparable level of VCTC Intercity Bus service it is likely that the contract cost will be higher than it is currently.
2. VCTC has financial obligations as a member of the SCRRA, the operator of the Metrolink commuter rail service. SCRRA staff has informed VCTC of several "state of good repair" or "slow-orders" bridge projects that have project cost estimates in the \$10's of millions of dollars and while VCTC will make every effort to identify funding from other sources, it is likely that the new SB 1 transit funds will be needed to fund some of those repairs. Staff has also been warned of the pending need to refurbish 25-year old Metrolink rail cars with VCTC's share of the cost being \$6.7 million.
3. VCTC's recent settlement with Fillmore and Western Railroad does create budget certainty for the next four years, but will require an increase funds to pay Fillmore and Western for track maintenance for the Santa Paula Branch line.

Once there is better information on the eligibility for the SB 1 "State of Good Repair" funds, staff will further develop the recommended priorities for these funds.

**ATTACHMENT**

	Freeway Improvements	Streets	Freight Movement	Bus / Rail	Bike / Ped
Current Funding	\$170 million over next 10 years from State Transportation Improvement Program / Surface Transportation Program	\$30 million per year from fuel tax apportionments plus TDA for 3 cities	\$6-7 million available for Rice Bridge Construction (Section 190 program + railroad)	Operators receive generated federal funds and compete for \$4 million per year from CMAQ for bus purchases and other special uses	Competitive \$5.8 million per year from CMAQ/Active Transportation Program/TDA
SB 1 Change	Adds \$17 million to STIP share over next 10 years, plus competitive Congested Corridors program.	Adds \$25 million per year by existing apportionment formula	Adds Trade Corridor funds to be prioritized by CTC.	Adds \$3.7 million per year to VCTC apportionment, plus competitive Transit Capital funds.	Adds \$850,000 per year minimum for Ventura County; CTC selects projects.
SB 1 Opportunities	Consider developing Multimodal Corridor Plan to compete in future Solutions for Congested Corridors application cycle. Use \$17 million STIP over 10 years for 101/118.		Work with Caltrans for Trade Corridor application due March 2018. If Caltrans submits application then no match is required (per most recent guidelines draft.)	VCTC to determine distribution of \$3.7 million per year SB 1 funds. Should consider submitting Leesdale Siding for Transit Capital program due	Prior Active Transportation Program applicants being considered for first two-years' of SB 1 funds.