



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
City of Camarillo
Camarillo Public Library
4101 East Las Posas Road, Camarillo, CA
Thursday, May 16, 2019
9:30 a.m.

PLEASE NOTE THE TIME AND LOCATION FOR THIS MEETING

AGENDA

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3 PUBLIC COMMENTS:** Any member of the public may address the Committee for up to two minutes on any subject within the jurisdiction of the Committee that is not scheduled for a public discussion before the Committee.
- ITEM 4 AGENDA ADJUSTMENTS**
- ITEM 5 APPROVAL OF JANUARY MINUTES – For Action**
- ITEM 6 APPROVAL OF MARCH SUMMARY MINUTES – For Action**
- ITEM 7 CALTRANS LOCAL ASSISTANCE UPDATES**
- ITEM 8 FAST ACT RESCISSION STATUS**
- ITEM 9 FEDERAL SAFER AFFORDABLE FUEL-EFFICIENT (SAFE) VEHICLE RULE – For Information**
- ITEM 10 FUTURE AGENDA ITEMS**
- City of Ventura’s California Street Bridge
 - Congestion Management Program – New VMT Standard
 - Periodic Highway Construction Updates
 - Regional Transportation Funding & Planning
 - Rice Avenue Grade Separation
- ITEM 11 ADJOURNMENT**

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. 118. 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.



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
City of Camarillo
Camarillo Public Library
4101 East Las Posas Road, Camarillo, CA
Thursday, January 17, 2019
9:00 a.m.

MEETING MINUTES

- MEMBERS PRESENT:** Ken Matsuoka, City of Camarillo (Vice Chair)
Sean Corrigan, City of Moorpark (Chair)
Debbie O'Leary, City of Oxnard
Tai Chau, City of Santa Paula
Sarah Sheshebor, City of Simi Valley
Mike Tohidian, City of Thousand Oaks
Jeff Hereford, City of Ventura
Chris Hooke, County of Ventura
Cam Spencer, Port of Hueneme
- Fred Bral, Caltrans
- MEMBERS ABSENT:** City of Fillmore
City of Ojai
City of Port Hueneme
VCAPCD
- VCTC STAFF PRESENT:** Peter De Haan, Programming Director
Judith Johnduff, Program Manager
Steve DeGeorge, Planning and Technology Director

ITEM 1 CALL TO ORDER

Chair Corrigan called the meeting together at 9:07 a.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Ms. Sarah Sheshebor, City of Simi Valley, announced Mr. Justin Link, is now with the City of Simi Valley.

ITEM 4 AGENDA ADJUSTMENTS

None.

ITEM 5 APPROVAL OF DECEMBER MINUTES

ACTION:

Hereford moved, seconded by Tohidian, that the Committee approve the minutes of the December 20, 2018 meeting. The motion passed unanimously.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE

Mr. Fred Bral, Caltrans, mentioned there was a Workshop held last week providing updates of the current projects.

ITEM 7 ROUTE 101 IMPROVEMENT PROJECT

Mr. DeGeorge, VCTC, provided an update on the status of the Route 101 Improvement Project which has been in process for the last six-months. He said at this time, the project branding is underway, a logo has been selected and they are currently in the process of building the project website, which will provide continuous updates as the project moves forward (these items will be presented at the next VCTC Commission meeting and material will be made available to everyone). He also mentioned they will be holding 4 Public Scoping meetings; the purpose of the meetings will be to select the preferred Project Alternatives. The first meeting should begin in either the month of March or April.

ITEM 8 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 4 MPO COMPONENT

Ms. Johnduff, reviewed with the Committee staff recommendations and asked TTAC to approve the regional point assignments and the Prioritized List of Projects (provided in Attachment 1), allowing the Ventura County Transportation Commission to advance projects for funding under the MPO Component of the Cycle 4 Active Transportation Program. She noted the unfunded projects will remain on the list and will serve as a Contingency List of Projects should funds be made available through project cancellations or savings (subject to CTC approval).

ACTION:

Matsuoka moved, seconded by O’Leary, that the Committee approve the recommendation as proposed. The motion passed unanimously.

ITEM 9 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) DISADVANTAGED COMMUNITIES ATP PLANNING PROJECT

Mr. DeGeorge, provided an overview of last month’s SCAG Agenda item. SCAG was seeking volunteers to partner with one local jurisdiction in Ventura County to develop an ATP Plan for a disadvantaged community, specifically requesting one in each of their subregions.

Therefore, an additional meeting was held last month to assist SCAG in selecting a volunteer project to work on. The meeting was attended by the County of Ventura, who was interested in a Saticoy area plan, the City of Oxnard, who was interested in a City wide plan, as well as the City of Ventura. At the meeting, Steve discussed with the group, after careful review of the various connections and existing plans that were already in place, VCTC looked at the Santa Paula Branch Line which bi-sects Saticoy and runs along the southern edge of the City of Ventura and connects with the Santa Clara River Bridge, which already has a class 1 trail and a bridge into Oxnard. He suggested that this be included with the existing Rail right-of-way already planned for a class 1 facility, and has an IR which was completed back in 2000’ (will need updating). Also, mentioning with the planning work largely done that the Saticoy plan be layered along with the Rail right-of-way and in turn this would provide a true connection between Saticoy and the other communities in goods and services (a detailed map was provided). All 3 jurisdictions agreed to submit this project to SCAG for their consideration for the Active Transportation Plan.

ITEM 10 FUTURE AGENDA ITEMS

- City of Ventura’s California Street Bridge

- *Congestion Management Program – New VMT Standard*
- *Periodic Highway Construction Updates*
- *Regional Transportation Funding & Planning*
- *Rice Avenue Grade Separation*

ITEM 11 ADJOURNMENT

Chair Corrigan adjourned the meeting at 9:41 a.m.



DATE: MAY 16, 2019

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FAST ACT RESCISSION STATUS

RECOMMENDATION:

- Receive and file.

DISCUSSION:

As has been discussed at prior meetings over the past year, the federal FAST Act provides for a rescission based on the unobligated CMAQ apportionment balance at the end of FY 2018/19. As a result, TTAC and TRANSCOM have approved additional projects that can use the funds in FY 2018/19 to reduce the end-of-year balance to nearly \$0. In addition, TRANSCOM and TTAC approved a loan of \$2.8 million to the San Bernardino County Transportation Authority, with repayment at the beginning of FY 2019/20, plus a loan of \$2,738,000, later adjusted to \$2,762,000, to the Orange County Transportation Authority with repayment in FY 2020/21. Over the past two months agencies have been submitting projects to Caltrans to attempt to obligate as much as possible before the state runs out of budget authority for the year.

The latest from Caltrans is that due to the rush of agencies attempting to draw down apportionments, the budget authority to obligate funds is virtually gone, after subtracting out projects currently at Caltrans Headquarters that are not yet obligated. Thanks to the efforts of Ventura County agencies to quickly draw down the balance, based on the attached table it appears that after subtracting out projects currently confirmed to be at Headquarters awaiting obligation of funds, the remaining CMAQ balance is under \$1 million. To reiterate, based on statements of Caltrans staff there should be enough budget authority remaining to obligate all projects shown on the table as currently being at Caltrans Headquarters. However, the situation remains fluid and VCTC staff is closely monitoring the status of these projects and of the CMAQ funds.

Staff requests local jurisdictions to review the attached table and report on any possible changes or errors to help ensure that VCTC has an accurate picture of the current CMAQ balance.

CMAQ PROJECTS FY 2018/19

Beginning Balance as of 4/1/2019

\$ 15,081,169

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Ventura Road Bus Line (FTA Transf)	Gold Coast Transit	VEN151101	May-19	\$3,211,492	RFA at HQ	included in 2019 FTIP
Sespe Street Bike Lane	County	VEN190111	May-19	\$436,000	RFA at HQ	included in 2019 FTIP
Potrero Road Bike Lanes	County	VEN171007	May-19	\$751,265	RFA at HQ, to obligated after ATP funds allocation by CTC	included in 2019 FTIP
West LA Avenue Bike Lanes	Simi Valley	VEN170416	May-19	\$1,239,420	Obligated in April	included in 2019 FTIP
Wells Road Bus Stop Impr Con	S.B. Ventura	VEN171006	May-19	\$243,455	RFA at HQ	included in 2019 FTIP
Oxnard Blvd Bike Lanes	Oxnard		May-19	\$100,000	RFA at HQ	included in 2019 FTIP
Las Posas Road PE Increase	Camarillo	VEN150614	May-19	\$200,000	Per City staff, obligated in April	included in 2019 FTIP
Pleasant Valley Road PE Increase	Camarillo	VEN160103	May-19	\$400,000	Per City staff, obligated	included in 2019 FTIP
Regional Ridesharing (Env Review Needed)	VCTC	VEN93017	May-19	\$443,000	RFA at HQ	included in 2019 FTIP
Countywide Transit Outreach (FTA Trans)	VCTC	VEN54070	May-19	\$600,000	RFA at HQ	included in 2019 FTIP
Camarillo Heights Elem Increase	County	VEN150621	May-19	\$102,879	RFA at HQ	included in 2019 FTIP
Ventura Road Bus Stops Incr (FTA Trans)	Oxnard	VEN180301	May-19	\$77,571	RFA at HQ	included in 2019 FTIP
East/West Bus Cost Increase (FTA Transf)	VCTC	VEN150608	May-19	\$500,000	RFA at HQ	included in 2019 FTIP
CNG Fuel System Upgrade (FTA Transf)	Simi Valley	VEN181203	May-19	\$1,400,000	RFA at HQ	included in 2019 FTIP
Bus Rehabilitation (FTA Transf)	Gold Coast Transit	VEN171004	May-19	\$1,451,095	RFA at HQ	included in 2019 FTIP
TOTC Transit Center Improvements (FTA Transf)	Thousand Oaks	VEN120420	May-19	\$825,000	RFA at HQ	included in 2019 FTIP
Springville Bikepath Design	Camarillo	VEN190114	May-19	\$400,000	RFA at District	included in 2019 FTIP
Orange County Loan			May-19	\$2,762,000	RFA at HQ	
Pedestrian Crossing Beacons	Oxnard	VEN150901	May-19	\$365,490	ROW Cert	included in 2019 FTIP
Moorpark Station Entrance ROW	Moorpark		Jun-19	-\$504,501	Unexpended balance of completed project	

Total obligations in FY 18/19

\$15,004,166

Remaining balance

\$77,003 Subject to inclusion in FAST rescission 9/30/3019

Potential Lapse

\$0

FY 2016/17

\$0 Lapses October 1, 2019

FY 2017/18 (estimated)

\$5,748,587 Lapses October 1, 2020

FY 2018/19 (estimated)

\$9,332,582 Lapses October 1, 2021

TOTAL

\$15,081,169



DATE: MAY 16, 2019

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: POTENTIAL TRANSPORTATION CONFORMITY IMPACT OF PROPOSED FEDERAL SAFER AFFORDABLE FUEL-EFFICIENT (SAFE) VEHICLE RULE

RECOMMENDATION:

- Receive and file.

BACK GROUND:

Attached is a SCAG fact sheet regarding the potential impact of the proposed federal SAFE Vehicle Rule on transportation conformity, and thus on federal transportation funding.

The California Transportation Commission is discussing this matter at its May 16th meeting, where more specific information is expected to become available.

**Summary of Issues and Potential Risks of
Anticipated Final Federal Action on Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule**

April 15, 2019

Issues

- On August 24, 2018, U.S. Environmental Protection Agency (EPA) proposed to withdraw the Clean Air Act Preemption Waiver granted to California in 2013 for its “Advanced Clean Car” regulations as part of the Proposed SAFE Rule.
- If EPA finalizes the rule including the Waiver withdrawal as anticipated, the “Advanced Clean Car” regulations would be invalidated.
- Because the “Advanced Clean Car” regulations were integrated into EMFAC2014, the official emission factors model approved and required by EPA for transportation conformity analysis in California, the action could invalidate EMFAC2014.
- If EMFAC2014 would be invalidated,
 - 1) MPOs in California would not be able to make any new transportation conformity determination for their RTPs, FTIPs, and their amendments.
 - 2) EPA could disapprove California’s State Implementation Plans (SIPs) currently under its review.
 - 3) EPA could also ask FHWA/FTA to invalidate the current transportation conformity determinations because those determinations were based on EMFAC2014.

Potential Risks

- Due to many uncertainties that would shape the course upon EPA’s final action, it is very difficult, if not impossible, to figure out what will actually happen and when. Nonetheless, there are four potential consequences.
 - 1) If an applicable conformity deadline would be missed because of the anticipated EPA action, a 12-month transportation conformity grace period would be triggered after the missed deadline.
 - 2) If a SIP would be disapproved without a protective finding by EPA because of the anticipated EPA action, a transportation conformity freeze would be triggered upon effective date of the SIP disapproval.
 - 3) If a SIP disapproval would not be resolved after two years because of the anticipated EPA action, highway sanctions would be triggered.
 - 4) If an RTP/FTIP conformity determination would expire or not be made for more than one year or a SIP would be disapproved for more than two years because of the anticipated EPA action, a transportation conformity lapse would be triggered.
- Under a conformity grace period or a conformity freeze, no new RTP/FTIP or RTP/FTIP amendment.
- Under highway sanctions, federal funding would be restricted on many highway projects.
- Under a conformity lapse, non-exempt and TCM projects could not receive federal funding, federal approval, or be amended into RTP/FTIP.
- It is important to note: 1) The SAFE Vehicle Rule including the Waiver Withdrawal is intended to roll back vehicle GHG emission standards, not to create transportation conformity failure or highway sanctions; and 2) All SIP and conformity actions by EPA, FHWA/FTA, or ARB require a public process.