

Ventura County Transportation Commission Proposed 2020 Regional Transportation Improvement Program



December 2019



Ventura County Transportation Commission

December 12, 2019

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Ventura County 2020 RTIP Submittal

Dear Ms. Bransen:

The Ventura County Transportation Commission (VCTC) hereby submits the adopted Ventura County 2020 Regional Transportation Improvement Program (RTIP). The 2020 RTIP was adopted by VCTC on September 6, 2019 and was developed working cooperatively with stakeholders, Caltrans District 7, local agencies in Ventura County and the public. The proposed 2020 Regional Transportation Improvement is consistent with the adopted SCAG Regional Transportation Plan and Sustainable Communities Strategy and is not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

The Route 101 Freeway Improvement project remains the priority for RTIP funds in Ventura County. Without a source of local funds, the RTIP resources can provide only a fraction of what is required for this project. VCTC, therefore, recommends programming \$1,774,000 of available county share funds for Planning, Programming and Monitoring (PPM), with the remaining \$67,789,000 in county share funds to be carried over for the future programming of the Route 101 project. Preparation of the Route 101 preliminary design and environmental document is currently underway. This first phase of the project is funded with federal Regional Surface Transportation (RSTP) funds. It is anticipated that the environmental clearance will have proceeded sufficiently to allow the nomination of a specific Early Action improvement phase of the Route 101 project in the 2022 STIP with RTIP funds for construction likely becoming available in FY 2025/2026.

If you have any questions regarding VCTC's STIP RTIP submittal, please contact Judith Johnduff at (805) 642-1591, extension 106, or jjohnduff@goventura.org.

Sincerely,

Darren Kettle
Executive Director

cc: John Bulinski, Caltrans District 7
Rambabu Bavirisetty, Caltrans HQ Programming
Kome Ajise, SCAG

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary.....	1
Section 2. General Information.....	1
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	2
Section 4. Completion of Prior RTIP Projects.....	3
Section 5. RTIP Outreach and Participation.....	3
B. <u>2020 STIP Regional Funding Request</u>	
Section 6. 2020 STIP Regional Share and Request for Programming.....	4
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....	5
Section 8. Interregional Transportation Improvement Program (ITIP) Funding.....	6
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....	6
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation.....	6
Section 11. Regional and Statewide Benefits of RTIP.....	6
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of RTIP.....	9
Section 13. Project Specific Evaluation.....	11
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with RIP Funding.....	11
F. <u>Appendices</u>	
Section 15. Project Programming Request (PPR) Forms	
Section 16. Documentation of 2020 RTIP Approval	

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A. Overview and Schedule

Section 1. Executive Summary

State law requires the adoption and submittal of a five-year Regional Transportation Improvement Program (RTIP) by December 15 of each odd-numbered year. The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the RTIP for Ventura County working cooperatively with Caltrans. The RTIP is the regional component of the State Transportation Improvement Program (STIP), and is comprised of a five-year list of capital improvement projects to be funded from VCTC's share of Regional Improvement Program (RIP) funds for the period starting July 1, 2020 and ending June 30, 2025.

Proposed VCTC 2020 RTIP: Under VCTC's adopted policy, the Route 101 Freeway Improvement project is the priority for RTIP funds as well as federal Regional Surface Transportation Program (RSTP) funds. However, without a source of local funds, these state and federal resources can provide only a fraction of what is required for the project. VCTC, therefore, recommends programming \$1,774,000 of the RTIP county share funds for Planning, Programming and Monitoring (PPM), with the remaining \$67,789,000 to be carried over to the future construction of the Route 101 Corridor project. The preparation of the Route 101 environmental document is currently underway and it is anticipated that the environmental clearance will have proceeded sufficiently to allow the nomination of a specific Early Action improvement phase of the Route 101 Improvement Project for the 2022 STIP, with funds for construction in FY 25/26.

Section 2. General Information

- **Regional Agency Name:**
Ventura County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <https://www.goventura.org>

RTIP document link: <https://www.goventura.org/wp-content/uploads/2019/12/VCTC-Proposed-2020-Regional-Transportation-Improvement-Program.pdf>

RTP link: <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Darren Kettle
Title	Executive Director
Email	dkettle@goventura.org
Telephone	805.642.1591
- **RTIP Manager Staff Contact Information**

Name	Peter De Haan	Title	Programming Director
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Address 950 County Square Drive
City/State Ventura, CA
Zip Code 93003
Email pdehaan@goventura.org
Telephone 805.642.1591, ext. 106 Fax 805.642.4869

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Associate Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email teresa.favila@catc.ca.gov
Telephone 916-653-2064 Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. VCTC's Historical and Current Approach to developing the RTIP

In 2013, the Ventura County Transportation Commission adopted the Comprehensive Transportation Plan (CTP), a long-range policy document which guides transportation improvements within the County. VCTC designed and conducted an extensive public outreach and participation program to develop the Plan. The CTP provides the foundation for the nomination of projects for inclusion in the RTIP. The VCTC has historically prioritized state highway improvements for the RTIP, since it is the only significant source of funds available for that purpose. The CTP identified two state highway capacity improvement prioritized in the County, namely the Route 101 and 118 freeways. The VCTC is using federal Regional Surface Transportation Funds (RSTP) to move forward with the project development phase of the Route 101 project, with the intent of saving its county share for construction when the project is ready. VCTC staff worked with local agencies, SCAG and Caltrans to develop the draft 2020 STIP/RTIP. The 2020 STIP/RTIP submittal was on the Transportation Technical Advisory Committee's (TTAC) August 15, 2019 agenda, however, there was not a quorum for the meeting. The proposed 2020 STIP/RTIP was presented to the Committee and those present

did not have any comments regarding the staff recommendation. On September 6, 2019, the VCTC policy board reviewed and approved the RTIP. Both meetings were advertised and open to the public.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Except for Planning, Programming and Monitoring (PPM) activities, there were no STIP projects completed since the adoption of the 2018 STIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Regional Agency adopts 2020 RTIP	September 6, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
VCTC submits RTIP to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

VCTC staff worked with local agencies, SCAG and Caltrans to develop the draft 2020 RTIP. The RTIP was on the Ventura County Transportation Commission Transportation Technical Advisory Committee's August 15, 2019 agenda, however, there was not a quorum for the meeting. Those present did not have any comments regarding the staff recommendation. On September 6, 2019, the VCTC policy board reviewed and approved the RTIP. Both meetings were advertised and open to the public.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 7

VCTC staff regularly consults with Caltrans on programming projects and consulted with Caltrans staff on the recommended 2020 RTIP. Caltrans District staff are members of the VCTC Policy Board as well as the VCTC Transportation Technical Advisory Committee.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

The 2020 Total Target county share available for programming in the RTIP is \$68,307,000. The VCTC proposes to program \$518,000 for new PPM activities. Due to the reduced county share availability in the 2020 STIP, the amount available for the last three years is significantly less than what is programmed in the earlier years. It is anticipated that the programmed amount in the later years can be adjusted upwards in the 2022 STIP submittal. PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants.

VCTC further proposes that the remaining \$67,789,000 in Total Target RTIP funds be carried over to allow for the nomination specific Early Action improvements identified in the Route 101 Improvement Project in the 2022 STIP, with funds for construction likely becoming available in FY 25/26 for the Route 101 Improvement Project.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring (PPM)	Planning and programming activities performed by VCTC staff and consultants	\$518

Proposed changes to the existing approved 2018 RTIP are summarized below.

2018 STIP Programmed PPM Amounts (\$1,000)					
FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total
\$419	\$419	\$418	\$0	\$0	\$1,256

Proposed Changes (\$1,000)					
FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total
(\$18)	(\$18)	(\$110)	\$308	\$356	\$518

2020 STIP Proposed PPM Amounts (\$1,000)					
FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total
\$401	\$401	\$308	\$308	\$356	\$1,774

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring (PPM)	\$1,774						\$1,774
							-
Totals	\$1,774	-	-	-	-	-	\$1,774

Notes: Click here to enter text.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No new ITIP funding for Ventura County is being requested.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state.

Because no capital projects are being recommended for Ventura County, there are no project impacts.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines) and Section 11. Regional and Statewide Benefits of RTIP

Pursuant to the State Transportation Improvement Program (STIP) guidelines, the Southern California Association of Governments (SCAG) prepared the regional performance evaluation for SCAG region's 2020 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2020 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.

- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2020 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several categories, including:

- Savings resulting from reduced travel delay;
- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, SCAG's travel demand model results are used to estimate the benefits of the 2020 STIP Build planning scenario compared with the No Build planning scenario. Model data for the 2020 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's Draft 2016 RTP/SCS TDM strategies are reflected in the analysis. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2020 STIP provides a regional network-level benefit/cost ratio of 5.42. Benefits and costs are estimated over the planning period of fifty years.

INVESTMENT ANALYSIS SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)		\$1,243.4	
Life-Cycle Benefits (mil. \$)		\$6,740.4	
Net Present Value (mil. \$)		\$5,496.9	
Benefit / Cost Ratio:		5.42	
Rate of Return on Investment:		12.4%	
Payback Period:		5 years	
ITEMIZED BENEFITS (mil. \$)			
Travel Time Savings		\$5,476.5	\$109.5
Veh. Op. Cost Savings		\$920.9	\$18.4
Accident Cost Savings		\$0.0	\$0.0
Emission Cost Savings		\$343.0	\$6.9
TOTAL BENEFITS		\$6,740.4	\$134.8
Person-Hours of Time Saved		1,400,859,466	28,017,189

Please note that a regional travel demand model may not be as sensitive to individual project-level impacts. As such, this analysis is not necessarily comparable to the project-level assessments as the regional evaluation accounts for the complementary or duplicative benefits of combinations of projects with the scenarios modeled externally using SCAG's regional travel demand mode.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

VTM per Capita

Impacts are projected to increase VMT per capita by 0.005 miles or 0.02 percent per day (compared to the 2040 no build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 1.9 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain the percentage of drive alone trips to work and increase in drive alone trips to colleges or universities by 0.01 percent.

Asset Conditions (State Highway and Local Streets)

Based on the 2018 California Asset Management Plan, 14.4 percent of the State Highway System (SHS) lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2018 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will increase household within 0.5 miles by 1.02 percent and jobs access within 0.5 miles by 0.7 percent.

Mean commute travel time (to work or school)

Impacts are projected to reduce mean work commute travel time by 0.08 minutes for automobiles and decreased mean work commute time by 0.33 minutes for transit. Impacts are also projected to decrease mean school commute travel times by 0.02 minutes for automobiles and by 0.17 minutes for transit.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.01 pounds per capita daily.

SCAG certifies that the proposed 2020 Regional Transportation Improvement Program is consistent with the SCAG's current approved Regional Transportation Plan and Sustainable Communities Strategies. To the best of SCAG's knowledge, at this time, the projects identified in the 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, the table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Table B2 Evaluation
Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Future Level of Performance (Baseline)		Projected Performance Improvement (2040)	
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.78		Decrease in VMT per capita = 0.005 miles per day	
	Reduce Percent of congested VMT (at or below 35 mph)	10.54%		Reduction of 3.0%	
	Change in commute mode share (travel to work or school)				
		Travel to Work	Travel to School	Travel to Work	Travel to School
	Vehicle Trips Drive Alone	71.86%	8.46%	0.00%	Reduction of 0.01%
	Vehicle Trips 2 Person Carpool	3.69%	8.24%	Reduction of 0.01%	0.00%
	Vehicle Trips 3+ Person Carpool	2.33%	10.26%	Reduction of 0.01%	0.00%
	Auto Passenger Trips	9.54%	40.45%	Reduction of 0.03%	0.00%
	Transit Trips	7.59%	4.81%	Increase of 0.05%	Increase of 0.04%
	Non-Motorized Person Trips	4.98%	27.78%	Reduction of 0.01%	Reduction of 0.02%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not applicable		Not applicable	
	Improve Pavement Condition Index (local streets and roads)	Not applicable		Not applicable	
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Not applicable		Not applicable	
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not applicable		Not applicable	
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Future conditions cannot be modeled		Improvement cannot be modeled	
Safety	Reduce fatalities and serious injuries per capita (daily)	Not applicable		Not applicable	
	Reduce fatalities and serious injuries per VMT	Not applicable		Not applicable	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Household % = 57.66% Jobs % = 66.71%		Household % = Increase of 01.02% Jobs % = Increase of 0.70%	
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 22.20 mins Auto School = 11.89 mins Transit Home Based Work = 76.40 mins Transit School = 58.46 mins		Auto Home Based Work Reduction = 0.05 mins Auto School Increase = 0.01 mins Transit Home Based Work Increase = 0.03 mins Transit School Increase = 0.05 mins	
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable	
	CO ₂ emissions reduction per capita (daily)	9.73 lbs		Daily Reduction per capita = 0.01 lbs	

Section 19C and Appendix B of the STIP Guidelines states that regions may, if appropriate and to the extent necessary data and tools are available, evaluate the proposed changes to the built environment. Because there are no new projects proposed for the 2020 RTIP, the built environment will remain unchanged.

Section 13. Project Specific Evaluation (Required per Section 19D)

Because there are no new projects proposed for the 2020 RTIP, the project specific evaluation requirement does not apply.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

The 2020 Total Target county share available for programming in the RTIP is \$68,307,000. The VCTC proposes to program \$518,000 for new PPM activities in Fiscal Years 23/24 and 24/25. Due to the reduced county share availability in the 2020 STIP, the amount available for the last three years is significantly less than what is programmed in the earlier years. It is anticipated that the programmed amount in the later years can be adjusted upwards in the 2022 STIP submittal. PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants.

VCTC further proposes that the remaining \$67,789,000 in Total Target RTIP funds be carried over to allow for the nomination specific Early Action improvements identified in the Route 101 Improvement Project in the 2022 STIP, with funds for construction likely becoming available in FY 25/26 for the Route 101 Improvement Project.

F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

Section 15. Projects Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/11/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07	4U2564	0719000242		9002			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN				Ventura County Transportation Commission			
				MPO		Element	
				SCAG		LA	
Project Manager/Contact		Phone		E-mail Address			
Peter De Haan		(805)642-1591		pdehaan@goventura.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, programming, and monitoring.							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction		Ventura County Transportation Commission					
Legislative Districts							
Assembly:	35,37,38,41		Senate:	17,18,19,23		Congressional:	22,23,24
Project Benefits							
Purpose and Need							
VCTC is requesting a continuation of PPM funding at the full 5% allowable share. VCTC utilizes these funds for planning and programming activities performed by VCTC staff and consultants. Unlike other larger counties Ventura County does not have local sales tax revenue to draw on to fund these critical planning activities.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/11/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	VEN, ,	, ,	4U2564	0719000242	9002	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Ventura County Transportation
R/W									
CON	7,671	419	419	418				8,927	Ventura County Transportation
TOTAL	7,671	419	419	418				8,927	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,671	401	401	308	308	356		9,445	
TOTAL	7,671	401	401	308	308	356		9,445	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Cor
PS&E									\$232 CON voted 09/07/98
R/W SUP (CT)									\$232 CON voted 10/08/99
CON SUP (CT)									\$232 CON voted 07/01/00
R/W									\$232 CON voted 05/30/01
CON	7,671	419	419	418				8,927	\$313 CON voted 06/11/02
TOTAL	7,671	419	419	418				8,927	\$148 CON voted 02/26/04
									\$295 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,671	401	401	308	308	356		9,445	
TOTAL	7,671	401	401	308	308	356		9,445	

**Section 16. September 6, 2019 Commission Meeting
Summary Minutes of 2020 STIP/RTIP Board Approval**



Meeting Summary

VENTURA COUNTY TRANSPORTATION COMMISSION

**LOCAL TRANSPORTATION AGENCY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**

**CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, SEPTEMBER 6, 2019
9:00 AM**

MEMBERS PRESENT:

Manuel Minjares, City of Fillmore, Chair
Claudia Bil-de la Peña, City of Thousand Oaks, Vice Chair
Linda Parks, County of Ventura
Tony Trembley, City of Camarillo
Ken Simons, City of Moorpark
Randy Haney, City of Ojai
Bryan MacDonald, City of Oxnard
Will Berg, City of Port Hueneme
Cheryl Heitmann, City of San Buenaventura
Jenny Crosswhite, City of Santa Paula
Mike Judge, City of Simi Valley
Steve Bennett, County of Ventura
Kelly Long, County of Ventura
John Zaragoza, County of Ventura
Jim white, Citizen Rep., County
Mark Archuletta, Caltrans District 7

ABSENT:

Robert Huber, County of Ventura
Brian Humphrey, Citizen Rep., Cities

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA - None

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS –

CALTRANS REPORT -

Mark Archuletta announced that Caltrans has appointed both a New Director and Chief Deputy Director.

There are currently 26 projects in design worth \$496 Million and \$148 Million in projects currently under construction.

Projects for SR 101 in Ventura, 126 in Santa Paula, and 118 Safety Project in Simi Valley have been advertised.

COMMISSIONERS REPORTS

Commissioner MacDonald reported Gold Coast Transit has transitioned into their new state of the art facility.

Commissioner Judge said that SCAG has begun the RHNA process.

ADDITIONS/REVISIONS – None

8. CONSENT CALENDAR –

Commissioner Heitmann requested to pull Item #8G, Increase of VCTC Public Outreach Contract for discussion. She would like to have an update at a future meeting regarding how Outreach funds are being spent.

Commissioner Long made a motion to approve all items as recommended:

8A. APPROVE SUMMARY FROM JULY 12, 2019 VCTC MEETING - Approve

8B. MONTHLY BUDGET REPORT – *Receive and file the monthly budget report*

8C.SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN AND FAMILY SERVICES –

Authorize the Chair to execute the attached agreement with Interface Children and Family Services for administration of Federal Transit Administration funds by VCTC.

8D. BUDGET AMENDMENT – SENIOR AND DISABLED TRANSPORTATION SERVICES –

Amend the Fiscal Year (FY) 2019/20 program budget for Senior and Disabled Services as follows: increase Consultant Services Expenditure by \$40,000; and, I ncrease Federal Transit Administration (FTA) Section 5307 revenue by \$32,000 and Local Transportation Fund (LTF) General Fund, Fund Balance revenue by \$8,000.

8E. RESOLUTION 2019-05 APPROVING VENTURA COUNTY'S FY2019-20 STATE OF GOOD REPAIR PROGRAM PROJECT LIST

Adopt Resolution 2019-05 (Attachment 1) approving the project list for the FY2019/20 State of Good Repair funds for a total of \$1,371,792 and authorizing the Executive Director to submit all.

8F. RESOLUTION SUPPORTING “CALIFORNIA CLEAN AIR DAY”, OCTOBER 2, 2019 - Approve a Resolution 2019-06 supporting “California Clean Air Day” on October 2, 2019

8G. INCREASE OF VCTC PUBLIC OUTREACH CONTRACT – *Increase contract with Celtis Ventures by \$70,000 to include LCTOP grant fund at a cost not to exceed \$645,000.*

8H. QUARTERLY VCTC BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE MEASURES REPORT - *Receive and File*

8I. APPOINTMENT OF B. SCOTT FARRENKOPF TO CTAC/SSTAC-

Appoint Scott Farrenkopf as a VCTC At-Large representative to the Citizens' Transportation Advisory Committee/Social Services Advisory

The motion was seconded by Commissioner Judge, and passed unanimously, with Chair Minjares recusing himself on Item #8C.

9. FISCAL YEAR (FY) 2019/20 TRANSIT PROGRAM OF PROJECTS (POP) – PUBLIC HEARING –

There were no speakers for the public hearing. Commissioner MacDonald made a motion to

- *Open public hearing and receive testimony.*
- *Adopt the attached final Program of Projects (POP) approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2019/20.*

The motion was seconded by Commissioner Simons and passed unanimously.

10. 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SUBMITTAL–

Commissioner Long made a motion to approve 2020 STIP submittal to the California Transportation Commission. The motion was seconded by Commissioner Judge and passed unanimously.

11. VCTC INTERCITY FARE CHANGE REPORT – *Commissioner Simons made a motion to Receive and file the report. The motion was seconded by Commissioner Long, and passed unanimously.*

12. ORIGIN/DESTINATION, TRANSFER AND CUSTOMER SATISFACTION SURVEYS UPDATE - *Commissioner Long made a motion to receive a presentation on the recently completed Origin/Destination, Transfer and Customer Satisfaction Surveys conducted by Moore and Associates. The motion was seconded by Commissioner Zaragoza and passed unanimously.*

13. LEGISLATIVE UPDATE - *Continued to October 4, 2019*

14. VCTC GENERAL COUNSEL'S REPORT - *None*

15. AGENCY REPORTS - *None*

16. CLOSED SESSION – *None*

17. ADJOURN to 9:00 a.m. Friday, October 4, 2019