



**VENTURA COUNTY TRANSPORTATION COMMISSION**  
Transportation Technical Advisory Committee (TTAC)

**AGENDA**

**The meeting will be via ZOOM Webinar**

<https://us02web.zoom.us/j/83559716129?pwd=MVMxMnBmSVNDQW5oTWtyOUpmYWRUUT09>

**WEDNESDAY, AUGUST 18, 2021**

**1:00 PM**

*In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the Guidance for Gatherings issued by the California Department of Public Health committee panelists will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Order. Members of the public are encouraged to attend the meeting remotely. Persons who wish to address the TTAC committee on an item to be considered at this meeting are asked to submit comments in writing to the committee at [vvega@govventura.org](mailto:vvega@govventura.org) by 4:30PM, Tuesday August 17, 2021. Due to the current circumstances if you would like to participate in a verbal public comment on any item on the agenda during the meeting, please email your public comment to [vvega@govventura.org](mailto:vvega@govventura.org). Any public comment received will be read into the record during the public comment portion of this meeting. In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the TTAC meeting, please contact VCTC staff (805) 642-1591 ext. 118. Notification of at least 48 hours prior to meeting time will assist staff in assuring those reasonable arrangements can be made to provide accessibility to the meeting.*

- ITEM 1      CALL TO ORDER**
- ITEM 2      INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3      PUBLIC COMMENTS**
- ITEM 4      AGENDA ADJUSTMENTS**
- ITEM 5      APPROVAL OF MINUTES – For Action**  
*Waive the reading and approve the minutes of the May 19, 2021, meeting.*
- ITEM 6      CALTRANS LOCAL ASSISTANCE UPDATE**
- ITEM 7      VENTURA COUNTY TRAFFIC MODEL / NEW VEHICLE MILES TRAVELED STANDARD - STATUS UPDATE**
- ITEM 8      VENTURA COUNTY FREIGHT CORRIDORS STUDY – STATUS UPDATE**
- ITEM 9      REGIONAL SURFACE TRANSPORTATION PROGRAM (STP) APPORTIONMENT LOAN TO CALTRANS**

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**ITEM 10 FUTURE AGENDA ITEMS**

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

**ITEM 11 ADJOURNMENT**

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Item #5

August 18, 2021

**MEETING MINUTES OF MAY 19, 2021  
VCTC TRANSPORTATION TECHNICAL ADVISORY COMMITTEE  
AT 1:00 P.M. VIA ZOOM**

- MEMBERS PRESENT:** Justin Link, City of Simi Valley (Chair)  
Nader Heydari, City of Thousand Oaks (Vice Chair)  
Ken Matsuoka, City of Camarillo  
David Kim, City of Moorpark  
Debbie O'Leary, City of Oxnard  
Jeff Hereford, City of Ventura,  
Glenn Derossett, County of Ventura  
Drew Rodriguez, Port of Hueneme
- Robert Wong, Caltrans  
Ben Cacatian, VCAPCD
- MEMBERS ABSENT:** City of Fillmore  
City of Ojai  
City of Port Hueneme  
City of Santa Paula
- VCTC STAFF PRESENT:** Amanda Fagan, Planning and Policy Director  
Caitlin Brooks, Program Manager / Transportation Planning  
Peter De Haan, Programming Director  
Vera Vega, Administrative Assistant

- ITEM 1 CALL TO ORDER**  
*Chair Link called the regular TTAC meeting to order at 1:07 p.m. via ZOOM.*
- ITEM 2 INTRODUCTIONS AND ANNOUNCEMENTS**  
*There were no announcements.*
- ITEM 3 PUBLIC COMMENTS**  
*None*
- ITEM 4 AGENDA ADJUSTMENTS**  
*None*
- ITEM 5 APPROVAL OF MAY MINUTES**  
*Chair Link requested the following corrections: correcting the air district abbreviation in*

the attendance list to "VCAPCD," and correcting the spelling in the Item 10 title to "San Joaquin County."

**ACTION:**

**Heydari moved, seconded by Hereford that the Committee approve the March 18, 2021 minutes. The motion passed unanimously.**

**ITEM 6**

**CALTRANS LOCAL ASSISTANCE UPDATE**

*Mr. Robert Wong, Caltrans, introduced Mr. Angel Araiza and Ms. Irene Dong who are two new staff that will be working with local agencies. Mr. Araiza is assigned to work with Ventura, Ojai, and Santa Paula. There will be a June 8<sup>th</sup> Local Assistance workshop. Also, agencies with projects to be obligated this year should submit as soon as possible.*

**ITEM 7**

**ACTIVE TRANSPORTATION PROGRAM (ATP) – UPDATE**

*Ms. Heather Miller provided the update on the ATP. Subsequent to the last TTAC meeting, staff changed the recommendation, to instead program \$650,000 for design only of the Oxnard 4<sup>th</sup> Street Project, and provide the remaining \$330,000 in ATP funds to the County of Ventura's Santa Rosa Road project. This revised recommendation was approved at the Commission's April 3<sup>rd</sup> meeting. Ms. Miller also discussed the potential to use state-only funds for the new project, and the proposed ATP augmentation through the state budget. This is a receive and file item.*

**ITEM 8**

**SURFACE TRANSPORTATION PROGRAM (STP) LOAN TO SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

*Mr. Peter De Haan recommended that the Committee approve the proposed loan of \$14,555,000 from the Ventura County Regional Surface Transportation apportionment, to the Sacramento Council of Governments, with the repayment to occur in FY 2022/23.*

**ACTION:**

**Hereford moved, seconded by Matsuoka, to approve the staff recommendation. The motion passed unaimously.**

**ITEM 9**

**FUTURE AGENDA ITEMS**

- *Congestion Management Program – New VMT Standard*  
*Ms. Amanda Fagan stated that the Traffic Model Update which addresses VMT Should be ready to bring to the Committee soon. She also expects to bring an item on the Freight Corridor Study.*
  
- *Periodic Highway Construction Updates*
- *Regional Transportation Funding & Planning*



Item #7

August 18, 2021

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND POLICY**  
**SUBJECT: VENTURA COUNTY TRANSPORTATION MODEL (VCTM) UPDATE AND AVAILABILITY OF DATA AND MAPS**

**RECOMMENDATION:**

- Receive and file a presentation on updates to the Ventura County Transportation Model (VCTM) and availability of new data and maps on the VCTC website.

**BACKGROUND:**

The Ventura County Transportation Model (VCTM) is a countywide model that helps us to better understand and project traffic and transportation features in relationship to land use. The VCTM is an analytical tool for studying traffic patterns and traffic forecasting. Results of the VCTM are based on known and predicted land uses and associated vehicle trip rates.

VCTM was developed using the Southern California Association of Governments (SCAG) Sub-Regional Model Development Tool, which allows subregions of SCAG to build a local version of the SCAG model. VCTC built VCTM through the sub-regional modeling program to provide travel demand modeling capabilities to the County and reduce the upfront cost for jurisdictions to build local transportation models. To maintain consistency with the regional transportation model used by SCAG, including base year and forecast year land-use projections and transportation networks, VCTC facilitated an update to the VCTM to utilize the most recent base year data (2016) consistent with the 2020 SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The update was completed in Fiscal Year 2020-2021 with support from model developer and consultant Iteris.

In addition, while the previous iteration of the VCTM could calculate Vehicle Miles Traveled (VMT), the model was updated to produce automated results for VMT per capita and per employee calculations in an accessible format. These per capita and per employee calculations are required for consideration of transportation impacts in accordance with implementing guidance for Senate Bill 743, which required that traffic congestion and vehicle delay no longer be considered a significant impact on the environment within California Environmental Quality Act (CEQA) transportation analysis and shifted away from using Level of Service (LOS) to measure transportation impacts under CEQA, to using VMT as a measure of significance.

## **DISCUSSION:**

With the updated model, VCTC maintains a base-year (2016) and baseline forecast (2040) scenario built upon General Plan land-use data from the local jurisdictions, planned transportation projects from the Regional Transportation Plan, and research-based assumptions of current and future travel. The updated model includes automated model outputs of baseline and forecast VMT based on the recommended metrics from the Office of Planning Research guidance on Senate Bill 743. These VMT metrics can be used for project screening and assessment of transportation impacts. The model update includes a user-friendly spreadsheet lookup tool for modeled home-based VMT per capita and work-based VMT per employee averages by Traffic Analysis Zone (TAZ), City, and countywide.

In conjunction with the model update, VCTC also prepared a new page for the Goventura.org website to share key outputs of the updated model. The page provides easy access to data and maps for VMT, Origin-Destination, and Volume Over Capacity data. The page includes access to Model Documentation and information on accessing the full model if needed by local agencies and consultants to conduct independent analysis for plans or proposed projects that exceed screening thresholds and require additional analysis using the VCTM.

VCTC staff will share an overview of the page and available data, which is available at <https://www.goventura.org/work-with-vctc/traffic-model/>.



Item #8

**August 18, 2021**

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)**  
**FROM: CAITLIN BROOKS, PROGRAM MANAGER-TRANSPORTATION PLANNING**  
**SUBJECT: VENTURA COUNTY FREIGHT CORRIDORS STUDY UPDATE**

**RECOMMENDATION:**

- Receive a brief update on the status of the Ventura County Freight Corridors Study.

**BACKGROUND:**

VCTC, the Port of Hueneme, and Caltrans have partnered with the Southern California Association of Governments to develop the Ventura County Freight Corridors Study, which will identify and prioritize the most significant freight corridors for safer, more efficient, and sustainable freight connections. The project team worked with community and industry groups and the general public to refine the project objective, focus analysis efforts, and develop solutions with the greatest benefit to both the County's economic competitiveness and environmental health.

The identification of critical freight corridors and mitigations through the Ventura County Freight Corridors Study is essential. Generators of freight movement in Ventura County include production through the manufacturing and agricultural sector, imports and exports passing through the Port of Hueneme, local household and business consumption, and interregional commerce between Los Angeles and Santa Barbara Counties.

The purpose of this Study is to establish a better understanding of the freight corridors in Ventura County to inform future investment decisions by:

- Identifying opportunities to support cleaner freight movement, while promoting Ventura County's industries and agricultural economy, as well as regional and State economic growth;
- Assisting the Port of Hueneme and Ventura County to achieve State and regional emission reduction goals; and,
- Increase social equity by planning for an efficient transportation system not centralized around disadvantaged communities.

The Study will also position Ventura County to apply for future state and federal funding opportunities, including Senate Bill 1 Trade Corridor Enhancement Program funding. For anyone who missed the first two virtual public workshops, recorded videos and project fact sheets are available on the project website: [www.goventura.org/vcfreight](http://www.goventura.org/vcfreight).

The Ventura County Freight Corridors Study project team is currently refining the comprehensive draft for a planned release to TTAC and the public in early September 2021. The release of the draft study will be followed by the third public workshop and presentation at the September 15<sup>th</sup> TTAC meeting. The team then plans to incorporate feedback from the public, stakeholders, and TTAC into the final draft study for the VCTC Board's review in October 2021.





August 18, 2021

**MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: SURFACE TRANSPORTATION PROGRAM (STP) LOAN TO CALTRANS LOCAL BRIDGE PROGRAM**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

Under federal law, Surface Transportation Block Grant (STBG) funds apportioned to California lapse if they are not used within three years. By state law, California distributes a part of its STBG apportionment to counties by formula under the Regional Surface Transportation Program (STP). State law also applies the three-year lapse rule to the STP apportionments of each county.

VCTC's policy is that the US 101 improvement early action items project is the priority for STP and State Transportation Improvement Program (STIP) funds. The STP fund balance must therefore be carefully managed, to build up a large amount of funds that can be used when needed by the project, while at the same time avoiding a lapse of funds. The common practice that is used by a county wishing to build up a STP balance is to provide loans to other counties that are ready to use the funds, so it has been anticipated that VCTC will need to participate in such loans. Besides avoiding a lapse of funds to a county, this loan procedure also has the advantage of helping ensure that California as a state maximizes its use of federal apportionments on an annual basis.

VCTC has already made four STP loans to facilitate future use for the US 101 project without lapsing funds. These are as follows:

- Orange County: \$21.5 million
- San Bernardino County: \$14.3 million
- San Joaquin County: \$3 million

Sacramento Area Council of Governments: \$14,555,000

Although VCTC has drawn down its balance substantially through loans, on a statewide basis there has been difficulty fully utilizing all of the federal highway funds that were appropriated to California for the current fiscal year which ends October 1<sup>st</sup>. Therefore, Caltrans has approached VCTC to request an additional loan of its STP balance. The intent of the loan is to help enable the state as a whole to fully utilize its annual apportionment.

## **DISCUSSION**

Typically each year there have been several large regions who can over-obligate funds and thus help ensure that the State can fully utilize its overall highway program apportionment. This year has been unusual in that those large regions, with the exception of SACOG, are unable to over-obligate their share. As a result, Caltrans very recently developed a plan to use loans of STP apportionment balances to expedite a backlog of local bridge repair projects that it normally funds from a federal program specifically for local bridges. Caltrans will repay these loans in future years using STP or other funds that it controls, depending on the purpose for which the regional agency needs the funds.

It is in VCTC's best interest that California as a whole receives the maximum available federal funding. Therefore, VCTC worked with Caltrans to develop a loan of \$10 million of STP funds to Caltrans, representing most of VCTC's remaining balance, with the repayment to occur in FY 2022/23, when VCTC is anticipated to need the funds for the US 101 project design phase. Caltrans will repay the funds with STP or other apportionments that it controls, provided that the type of funds to be repaid will be eligible for use on US 101. Due to the tight federal timeframe to obligate funds prior to the fiscal year end, it was necessary for the VCTC Executive Director to approve the loan without waiting for the next Commission meeting. Staff will bring an item to the September 10<sup>th</sup> Commission meeting recommending a ratification of this loan.

As with the prior loans, the only risk to VCTC would be that in the event of a severe federal cutback, Caltrans's apportionments would be cut, and the repayment from Caltrans delayed. It is difficult to predict what federal changes could occur between now and 2023. However, since Caltrans receives a large amount of funding overall, in the unlikely event of a federal cutback it should still be possible for Caltrans to repay the \$10 million to VCTC on schedule.