

2022 State Transportation Improvement Program

Regional Transportation Improvement Program (RTIP)

Ventura County



Ventura County Transportation Commission

December 2021

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December 8, 2021

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Ventura County 2022 RTIP Submittal

Dear Mr. Weiss:

The Ventura County Transportation Commission (VCTC) hereby submits the adopted Ventura County 2022 Regional Transportation Improvement Program (RTIP). The 2022 RTIP was adopted by VCTC on October 1, 2021 and was developed working cooperatively with stakeholders, Caltrans District 7, local agencies in Ventura County and the public.

Under VCTC's adopted policy, the US 101 Improvement project is Ventura County's priority for STIP funds, as well as federal Surface Transportation Block Grant (STBG) Program funds. Without a source of local funds, these state and federal resources provide a relatively small portion of what is required for the full project. Nevertheless, the objective is to build up whatever funds have accumulated through these programs over the years and apply them to "Early Action" items for the US 101 project. Therefore, after programming \$694,000 of new STIP Regional Improvement Program (RIP) funds for Planning, Programming and Monitoring (PPM), the remaining unprogrammed \$80,977,000 in RIP funds would be carried over for future use on the US 101 project. The US 101 environmental clearance is currently underway and is anticipated to be completed in FY 2022/23, thus allowing the nomination of a specific "Early Action" improvement phase for the 2024 STIP. VCTC also proposes to program \$198,278 in Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act funds for PPM in Fiscal year 2022/23. VCTC is currently identifying local street projects for use of the remaining CRRSA funds and will submit a proposed program to the CTC within the next few months.

If you have any questions regarding VCTC's STIP RTIP submittal, please contact Peter De Haan at (805) 642-1591, extension 106.

Sincerely,

A handwritten signature in blue ink, reading "Mark Watkins", is positioned above the name and title of the signatory.

Mark Watkins
Interim Executive Director

cc: Tony Tavares, Caltrans District 7
James Anderson, Caltrans HQ
Rambabu Bavirisetty, Caltrans HQ
Kome Ajise, SCAG

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2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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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 that begins July 1, 2022 (FY 2022/23) and ends June 30, 2027 (FY 2026/27). Under VCTC's adopted policy, the US 101 Improvement project has been and is the regional priority for STIP funds, as well as federal Surface Transportation Block Grant (STBG) Program funds. Without a source of local funds, these state and federal resources provide a relatively small portion of what is required for the full project. Nevertheless, the objective is to build up whatever funds have accumulated through these programs over the years and apply them to "Early Action" items for the US 101 project. Therefore, after programming \$694,000 of new STIP Regional Improvement Program (RIP) funds for Planning, Programming and Monitoring (PPM), the remaining unprogrammed \$80,977,000 of the Ventura County share of RIP funds would be carried over for future use on the US 101 project. PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants. The US 101 environmental clearance is currently underway and is anticipated to be completed in FY 2022/23, thus allowing the nomination of a specific "Early Action" improvement phase for the 2024 STIP. \$198,278 in Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act funds will be programmed for PPM in the 2022 STIP. VCTC is currently identifying local street projects for use of the remaining CRRSA funds and will submit a proposed program to the CTC within the next few months.

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: <http://www.goventura.org>

RTIP document link: <https://www.goventura.org/work-with-vctc/grant-opportunities/#rtip>

RTP link: <https://scag.ca.gov/read-plan-adopted-final-plan>

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

Name	Mark Watkins
Title	Interim Executive Director
Email	mwatkins@goventura.org
Telephone	805-642-1591 Ext:123

- **RTIP Manager Staff Contact Information**

Name	Peter De Haan	Title	Programming Director
Address	751 E. Daily Drive, Suite 420		
City/State	Camarillo, CA		
Zip Code	93010		
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	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. Regional Agency's Historical and Current Approach to developing the RTIP

The RTIP for Ventura County has historically been developed consistent with adopted project priority lists and planning documents such as the Ventura County Comprehensive Transportation Plan and the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). RTIP projects are identified and prioritized working closely with state, regional and local agencies and the public.

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

Except for Planning, Programming and Monitoring (PPM), no other RTIP projects were completed between the adoption of the 2022 RTIP and the adoption of the 2020 RTIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November , 2021
CTC ITIP Hearing, South	November , 2021
Regional Agency adopts 2022 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

VCTC staff worked with local agencies, SCAG and Caltrans to develop the draft 2022 RTIP. The VCTC Transportation Technical Advisory Committee (TTAC) reviewed and approved the 2022 RTIP on September 15, 2021, and the VCTC policy board approved the 2022 RTIP on October 1, 2021. Both meetings were advertised and open to the public.

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

Caltrans District: 7

Similar to prior STIP cycles, VCTC will reserve 95% of 2022 county share STIP funds for the US 101 Improvement project. Caltrans District 7 is an ex officio member of the VCTC policy board and is supportive of VCTC's decision to reserve STIP funds to pay for the improvements. Caltrans District 7 has been an active participant in the development of the US 101 Improvement project including assisting with the procurement process for the environmental phase.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

VCTC's 2022 STIP share of RIP funds includes a net carryover/unprogrammed balance of \$67,789,000 and new County Share formula distribution funds of \$13,882,000 through 2026/27 for a total amount of \$81,671,000.

VCTC's share of 2021 Mid-Cycle CRRSA STIP funds is \$3,965,568.

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	\$694,000

Note: In addition to the \$694,000 in RIP funds, \$198,278 in CRRSA funds is being programmed for a total of \$892,278 for PPM.

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

No other funding is proposed or required for the PPM project listed in the table below.

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	CRRSA	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring (PPM)	\$1,666,000			\$198,278			\$1,864,278
							-
Totals	\$1,666,000	-	-	\$198,278	-	-	\$1,864,278

Notes: PPM Total Project Cost consists of amounts programmed within the 2022 STIP five-year period from FY 2022/23 through FY 2026/27.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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 ITIP funding was requested.

US 101 is Ventura County's most significant interregional highway and the number one priority for STIP-funded capacity and operational improvements along the corridor. US 101 is designated a *Priority Interregional Highway* and *Strategic Interregional Corridor* in the adopted Caltrans Interregional Strategic Transportation Plan. According to the draft 2021 Interregional Strategic Transportation Plan, *"U.S. 101 is the primary freight transportation route and economic asset for the Central Coast region and serves a vital function along the Central Coast as an alternate route to I-5 during all incidents and closures at the Grapevine in Southern California. It is also vital to local movement given the lack of alternative routes in the rural areas."*

The intercity rail needs identified by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency in the "Building UP: LOSSAN North Improvement Program" are a priority for the Region. Improvements include double tracking between Camarillo and Oxnard, and a pedestrian undercrossing at the Oxnard Transportation Center. The Union Pacific Railroad corridor in Ventura County is designated a *Priority Interregional Facility* and *Strategic Interregional Corridor* in the Caltrans Interregional Strategic Transportation Plan.

Section 9. Projects Planned Within Multi-Modal Corridors

The US 101 project will improve accessibility, travel time, and safety in conjunction with following projects that are planned or underway (not a complete list):

- Widen the SB US 101 Off-ramp to Pleasant Valley Road from 1 Lane to 2 Lanes;
- Widen the SB US 101 On-ramp from 1 to 2 Lanes and Improve Intersection at Pleasant Valley Road;
- Reconfigure Central Ave. / US 101 Interchange;
- Widen Del Norte Blvd. Bridge over US 101 from 2 to 4 Lanes;
- Construct Grade Separation at Rice Ave./SR 34/UPRR;
- Replace US 101 Interchange at Hampshire Road;
- Improve Intersection at US 101 at Lynn Road;
- Reconfigure NB California Street Off-ramp to Terminate at Oak Street instead of California Street;

- Improve US 101 Interchange at Victoria Avenue;
- Construct SR 126 to US 101 Connection.

Section 10. Highways to Boulevards Conversion Pilot Program

A potential state route candidate for a highways to boulevards conversion pilot program is SR 34 (Lewis Road) from Ventura Blvd. to Pleasant Valley Road in the City of Camarillo (note: Lewis Road south of Pleasant Valley Road is not part of the state highway system).

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

Because there are no existing or new capital projects proposed for the 2022 RTIP, the Ventura County 2022 RTIP does not impact system performance. However, the performance evaluation provided by the Southern California Association of Governments (SCAG) for the six county SCAG region is provided in Section 11 A on the next page.

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

2022 STIP-RTIP SCAG Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2022 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 2020 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 2022 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 2022 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 general categories, including:

- Savings resulting from reduced travel delay;
- Accident cost savings;

- 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 2022 STIP *Build* planning scenario compared with the *No Build* planning scenario. Model data for the 2022 STIP were summarized to facilitate analysis. Consistent with the overall STIP performance evaluation, benefits associated with SCAG's 2020 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 2022 STIP provides a regional network-level benefit/cost ratio of 5.54. Benefits and costs are estimated over the planning period of fifty years.

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$1,065.1
Life-Cycle Benefits (mil. \$)	\$5,900.5
Net Present Value (mil. \$)	\$4,835.5
Benefit / Cost Ratio:	5.54
Rate of Return on Investment:	n/a
Payback Period:	n/a

	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)		
Travel Time Savings	\$5,022.7	\$251.1
Veh. Op. Cost Savings	\$519.1	\$26.0
Accident Cost Savings	\$148.9	\$7.4
Emission Cost Savings	\$199.0	\$10.0
Other Cost Savings (e.g., residual value, journey quality)	\$54.2	\$2.7
TOTAL BENEFITS	\$5,943.9	\$297.2
Person-Hours of Time Saved	661,218,693	33,060,935
Fatalities Avoided	n/a	n/a
Injuries Avoided	n/a	n/a
PDO Avoided	n/a	n/a

Should benefit-cost results include:

1) Induced Travel? (y/n) Y
Default = Y

2) Vehicle Operating Costs? (y/n) Y
Default = Y

3) Accident Costs? (y/n) Y
Default = Y

4) Vehicle Emissions? (y/n) Y
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	5,333	267	\$0.5	\$0.0
CO ₂ Emissions Saved	2,812,521	140,626	\$76.8	\$3.8
NO _x Emissions Saved	3,444	172	\$101.0	\$5.1
PM ₁₀ Emissions Saved	31	2	\$9.0	\$0.5
PM _{2.5} Emissions Saved	29	1		
SO _x Emissions Saved	25	1	\$2.4	\$0.1
VOC Emissions Saved	644	32	\$1.4	\$0.1

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 model.

VMT per Capita

Impacts are projected to reduce VMT per capita by 0.004 miles or 0.02 percent per day (compared to the 2045 No Build scenario as previously discussed)

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.02 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

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 70 based on the 2020 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, auxiliary lanes, and interchange improvements 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 maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable

GHG Impacts

CO2 emissions/capita are projected to be reduced by 0.001 pounds per capita daily.

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 (No Build planning scenario)		Projected Performance Improvement (2045)			
Congestion Reduction	Reduce Vehicle Miles Traveled/capita	20.679		Decrease in VMT per capita = 0.004 miles per day			
	Reduce Percent of congested VMT (at or below 35 mph)	7.79%		Reduction of 0.02%			
	Change in commute mode share (travel to work or school)	Travel to Work 66.91%	Travel to School 9.96%	Travel to Work: Maintains No Build scenario conditions.	Travel to School: Maintains No Build scenario conditions.		
	Vehicle Trips Drive Alone						
	Vehicle Trips 2 Person Carpool					9.04%	1.49%
	Vehicle Trips 3+ Person Carpool					6.52%	0.66%
	Auto Passenger Trips					7.34%	52.71%
	Transit Trips					6.03%	10.79%
	Non-Motorized Person Trips					4.16%	24.29%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles					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 % = 59.81% Jobs % = 69.26%		Household % = No change Jobs % = No change			
	Reduce mean commute travel time (to work or school)	Auto Home Based Work = 27.74 mins Auto School = 10.28 mins Transit Home Based Work = 69.52 mins Transit School = 20.68 mins		Maintains No Build scenario conditions			
Environmental Sustainability	Change in acres of agricultural land	Not applicable		Not applicable			
	CO ₂ emissions reduction per capita (daily)	9.383 lbs		Daily Reduction per capita = 0.001 lbs			

SCAG certifies that the proposed 2022 Regional Transportation Improvement Program is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies.

Section 12. Regional and Statewide Benefits of RTIP

See Section 11A.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

See Section 11A.

Section 14. Project Specific Evaluation (Required per Section 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

Since there are no new projects proposed for the 2022 RTIP, the project level analysis does not apply.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

Planning, Programming & Monitoring (PPM)

PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants and can be programmed up to a maximum of 5% of the county share. There is \$694,000 in new programming capacity for PPM over the last two years of the STIP. In the prior STIP submittal, FY 2022/23 and 2023/24 PPM funding was \$308,000 per year for a total of \$616,000. Due to the mid-cycle STIP (CRRSA) providing an additional \$198,278 in funds (5% of the total CRRSA share), the proposed PPM for 2022/23 and 2023/24 would be \$407,000 per year, front loading CRRSA funds in 2022/23. The 2022 STIP Fund Estimate of \$1,050,00 of PPM for 2024/25 through 2026/27 was divided equally among the three remaining years for totals of \$350,000 per year.

The recommended PPM program submittal is summarized in the following tables showing previously programmed amounts, proposed changes, and proposed PPM amounts for the 2022 STIP.

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

Proposed Changes (\$1,000)					
FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total
\$ 99	\$ 99	\$ (6)	\$ 350	\$ 350	\$ 892

Proposed PPM Amounts (\$1,000)					
FY22/23*	FY23/24	FY24/25	FY25/26	FY26/27	Total
\$ 407	\$ 407	\$ 350	\$ 350	\$ 350	\$ 1,864

** Includes CRRSA funds of \$198,278*

US 101 Improvement Project

After programming \$694,000 of new STIP funds for PPM, the remaining unprogrammed \$80,977,000 of the Ventura County share would be carried over for future use on the US 101 project.

US 101 PROJECT LOCATION



F. Appendices

Section 16. Projects Programming Request Forms

Section 17. Documentation of 2022 RTIP Approval (Meeting Minutes)

Section 16. Projects Programming Request Forms

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID
 ePPR-6155-2022-0001 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/10/2021 13:21:44	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07	4U2564	0719000242	9002	Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email 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 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)									

Date 12/10/2021 13:21:44

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.

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route		EA		Project ID		PPNO	
07	Ventura			4U2564		0719000242		9002	
Project Title									
Planning, Programming and Monitoring									
Existing Total Project Cost (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Ventura County Transportation Comm
R/W									
CON	8,473	308	308	356				9,445	Ventura County Transportation Comm
TOTAL	8,473	308	308	356				9,445	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,473	407	407	350	350	350		10,337	
TOTAL	8,473	407	407	350	350	350		10,337	
Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
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	8,473	308	308	356				9,445	\$313 CON voted 06/11/02
TOTAL	8,473	308	308	356				9,445	\$148 CON voted 02/26/04
Proposed Funding (\$1,000s)									\$295 CON voted 03/03/05
									\$295 CON voted 08/18/05
									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,473	209	407	350	350	350		10,139	
TOTAL	8,473	209	407	350	350	350		10,139	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID
 ePPR-6155-2022-0001 v0

Fund #2:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		198						198	
TOTAL		198						198	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6155-2022-0001 v0

Complete this page for amendments only

Date 12/10/2021 13:21:44

District	County	Route	EA	Project ID	PPNO
07	Ventura		4U2564	0719000242	9002

SECTION 1 - All Projects

Project Background

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.

Programming Change Requested

Reason for Proposed Change

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.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information


SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Mark Watkins		Interim Exec Director	12/14/21

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PPR Project Location Map



Section 17. Documentation of 2022 RTIP Approval
VCTC Meeting Minutes of October 1, 2021
(See Item #10: 2022 STIP Approval, page 3 of 6)



Item #8A

November 5, 2021

**MEETING MINUTES OF OCTOBER 1, 2021, VCTC COMMISSION MEETING
AT 9:00 A.M. VIA ZOOM**

CALL TO ORDER:

Vice-Chair Trembley called the regular meeting of the Ventura County Transportation Commission to order at 9:03 A.M. Via-Zoom.

PLEDGE OF ALLEGIANCE was led by Commissioner Edmonds.

ROLL CALL/MEMBERS PRESENT:

Tony Trembley, City of Camarillo
Claudia Bill-de la Peña, City of Thousand Oaks
Daniel Chavez, Citizen Rep., Cities
Lynn Edmonds, City of Fillmore
Chris Enegren, City of Moorpark
Robert Huber, County of Ventura
Mike Johnson, City of Ventura
Mike Judge, City of Simi Valley
Bryan MacDonald, City of Oxnard
Linda Parks, County of Ventura
Carmen Ramirez, County of Ventura
Richard Rollins, City of Port Hueneme
Andy Sobel, City of Santa Paula
Tony Tavares, Caltrans District 7
William Weirick, City of Ojai
Jim White, Citizen Rep., County

ABSENT:

Kelly Long, County of Ventura
Matt LaVere, County of Ventura

4. PUBLIC COMMENTS – There were no public comments submitted during the regular comment period of the meeting.

5. CALTRANS REPORT - District Director Tony Tavares gave an update report regarding Caltrans projects in Ventura County. The Caltrans report was distributed via email to the Commission.

6. COMMISSIONERS/INTERM EXECUTIVE DIRECTOR REPORT –

Commissioner Chavez commented on his concern for pedestrian fatalities and how the NASTA data survey reported 6205 pedestrian fatalities in 2019 with a 5% increase in 2020. Many of these pedestrian accidents involving children walking to schools. Commissioner Chavez stated it is important for communities to consider better planning in terms of crosswalks and pedestrian safety.

Commissioner White shared with the commission he attended the Mobility 21 Summit. He stated it was an interesting conference, he encouraged anyone interested to attend future MB21 summit and was appreciative of the opportunity to participate.

Commissioner Weirick added to Commissioner Chavez's concern regarding consideration of crosswalks and pedestrian safety when planning. Commissioner Weirick stated "we need to remind ourselves of injury and speed and keep in mind traffic calming by design and multimodal goals. Street design is important in taking into account speed limits-state laws and guidelines, 80% rule reducing speed when we are looking at modalities of transportation.

Commissioner Johnson shared with the commission the TIMS database website which is provided by Berkely and is a great resource which provides traffic incident data which can be utilized when looking at data for planning.

Interim Executive Director Mark Watkins updated the commission on a few items as well as events. Mr. Watkins reported Mobility 21 Summit was a great conference. One of the main discussions was the challenges of attracting and keeping bus driver positions filled, which is affecting all transit providers. Rate adjustments and route adjustments have had to be made within VCTC service and other transit operators, cities, and counties are being affected by this. Mr. Watkins reported RATPDV has had route impacts. Currently there are 21 Northbound and 21 Southbound routes for the coastal express but they have had to adjust due to driver shortage and are now operating 18 northbound and 19 southbound coastal express routes. Mr. Watkins stated more adjustment updates will most likely continue for the months of October and November and will update the commission in the November commission meeting. Mr. Watkins read into the record a comment that was submitted regarding the Freeway Service Patrol from a citizen that had to utilize the service and had a great overall experience using the service. Mr. Watkins also shared with the commission a power point slideshow of all the contest winners of the Boys & Girls art contest and stated their art will be displayed on VCTC buses around the county in the coming months.

7. ADDITIONS/REVISIONS – There were no additions or revisions.

8. CONSENT CALENDAR- Vice-Chair Trembley reported a revised agenda had been publicized, adding agenda item 8G regarding AB 361. **Commissioner Bill-de la Pena** moved to approve items 8A thru 8G. The motion was seconded by **Commissioner Huber** and **passed by the following roll call vote:**

Yes: Vice-Chair Trembley, Commissioners Bill-de la Peña, Edmonds, Enegren, Huber, Johnson, Judge, MacDonald, Parks, Ramirez, White, Rollins

No: None

Abstain from item 8A and 8G: Commissioners Chavez, Weirick

Absent: Chair Long, Commissioner LaVere

8A. APPROVE MINUTES FROM SEPTEMBER 10, 2021, VCTC MEETING

- Approve the summary minutes of SEPTEMBER 10, 2021.

8B. MONTHLY BUDGET REPORTS

- Receive and file the monthly budget report for JULY 2021.

8C. MONTHLY BUDGET REPORT

- Receive and file the monthly budget report for AUGUST 2021.

8D. FISCAL YEAR 2020/2021 CARRY-OVER BUDGET AMENDMENTS

- Amend the VCTC Fiscal Year 2020/2021 budget revenues and expenditures as stated in Attachment-Carry-over Budget Amendments from Fiscal Year 2020/2021 to 2021/2022.

8E. AGREEMENT WITH HELP OF OJAI FOR PURCHASE OF VAN WITH SECTION 5310 FUNDS

- Approve agreement (Attachment A) with HELP of Ojai to provide a van using \$50,062 of Federal Transit Administration (FTA) Section 5310 funds with match provided by HELP of Ojai.
- Authorize Executive Director to place an order with Creative Bus Sales to purchase on behalf of HELP of Ojai a Ford Transit 350EL lift-equipped vehicle through the California Association for Coordinated Transportation (CalACT) purchasing schedule, at a total cost of \$64,015.28, contingent upon the receipt of \$13,953.28 in match from HELP of Ojai.

**8F. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA) FISCAL YEAR (FY) 2021/22
ARTICLE 3 BIKE PATH MAINTENANCE FUNDS**

- Approve the allocation of Fiscal Year 2021/2022 Transportation Development Act (TDA) Article 3 Bike Path Maintenance Funds totaling \$125,307 as shown in the attached Table.

8G. MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361

- It is recommended that the Ventura County Transportation Commission ("Commission"), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.

DISCUSSION CALENDAR:

9. LEGISLATIVE UPDATE

- Receive and File.

The legislative update was received and filed by the commission.

10. VENTURA COUNTY REGIONAL IMPROVEMENT PROGRAM- SUBMITTAL FOR 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

- Approve the 2022 STIP submittal to the California Transportation Commission.

Commissioner Chavez moved to approve item 10, Ventura County Regional Improvement Program-Submittal for 2020 State Transportation Improvement Program (STIP). The motion was seconded by **Commissioner Sobel** and passed unanimously.

11. VCBUSPASS - VENTURA COUNTY'S REGIONAL BUS PASS PROGRAM

- Receive and file presentation on the VCbuspass program.

The VCBUSPASS presentation by Program Manager Transit Contracts, Aaron Bonfilio was received and filed by the commission.

12. VENTURA COUNTY FREIGHT CORRIDORS STUDY

- Receive a presentation and provide feedback on the Draft Ventura County Freight Corridors Study. A presentation by VCTC's Planning Director Amanda Fagan and ITERIS consultant Sean Daly on the draft Ventura County Freight Corridors Study was received by the commission in which they were able to provide feedback to Ms. Fagan and Mr. Daly.

Commissioner Parks stated for the record a letter had been sent to her office by the Somis Municipal Advisory Council (MAC) regarding opposition to the creation of freight corridors on SR 34 (Somis Road and SR 118 (Los Angeles Avenue). Mr. Watkins stated the letter had also been sent to VCTC staff and the letter had been distributed to the Commission.

13. PRESENTATION FROM VENTURA COUNTY CITIZENS FOR TRAFFIC RELIEF

- Receive presentation and direct staff as desired.

A presentation was presented to the commission by Sandy Smith, chair of the Ventura County Citizens for Traffic Relief and consultant Tim Gallagher regarding a proposed citizen's initiative to place a ½ cent sales tax for transportation on the 2022 ballot.

Public Comments:

David Grau, President of the Ventura County Taxpayers Association read a statement from the Howard Jarvis Taxpayers Association and asked that the commission simply accept the report with no action now or in the future.

The following public speakers spoke in favor of the proposal:

David Pollock, Moorpark City Councilmember and Co-Chair of VCCTR

Anthony Mireles, Risk Manager and Labor Local 585

Chris Meissner, CEO of Meissner Filtration products

Miranda Patton, Consulting Engineering Firm MNS

Alex Zamora, Ventura County Resident

Vic Kahmi, retired VCTC and L.A. Metro staff member and member of CTAC

Bill Quisenberry, Member of LiUNA

Jose Garcia, Ventura County Resident

Alex Mireles, Ventura County Resident

Guillermo Ceja, Ventura County Resident

Commissioner Parks made a motion to receive and file the report. The motion was seconded by **Commissioner Judge** and passed by the following roll call vote:

Yes: Vice-Chair Trembley, Commissioners Bill-de la Peña, Chavez, Edmonds, Enegren, Huber, Johnson, Judge, MacDonald, Parks, Rollins, Weirick

No: Commissioner Sobel

Abstain: Commissioners Ramirez, White

Absent: Chair Long, Commissioner LaVere

14. VCTC GENERAL COUNSEL'S REPORT:

15. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

None.

Southern California Regional Rail Authority (Metrolink-SCRRA)

Primary: Vice-Chair Tony Trembley

Alternate: Daniel Chavez

Commissioner Chavez stated they continue to receive an update on the recovery plan and Metrolink is working on bringing back service in December to the Ventura County line. Also, Metrolink continues to work ongoing on social media efforts to encourage people to ride the train.

Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor Agency (Amtrak Pacific Surfliner)

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

None.

Coastal Rail Coordinating Council

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

None.

California Association of Councils of Governments

Primary: Commissioner Carmen Ramirez

None.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

None.

16. CLOSED SESSION: PUBLIC EMPLOYMENT
(Pursuant to Government Code Section 54957)

Position: Executive Director

The commission went into closed session at 11:54 a.m.

General Counsel stated there would be nothing to report out of closed session at this time.

17. ADJOURN to 9:00 a.m. Friday, November 5, 2021