



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)

AGENDA

Wednesday, December 15, 2021
1:00 P.M.

The meeting will be via ZOOM Webinar

Please click the link below to access the webinar:

<https://us02web.zoom.us/j/86148565484?pwd=TjdSRjErOUhUZW9GdUU3MUsvaHRyUT09>

Call-in Option:

Dial: US 1-669-900-6833

Webinar I.D. 861 4856 5484

Passcode: 12345

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act to allow local legislative bodies to conduct their meetings completely telephonically or by other electronic means. On June 11, 2021, the Governor subsequently issued Executive Order N-08-21 maintaining the suspension of certain provisions of the Brown Act to continue to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means through September 30, 2021. As such, VCTC will continue to conduct its meetings by teleconference, its commissioners will participate in the meeting from individual remote locations, and no physical location will be open to the public for the Commission meeting.

Members of the public are encouraged to attend the meeting remotely. Members of the public who wish to address the commission on an item to be considered at this meeting are asked to please use the raise hand feature in Zoom (or *9 if you are calling into the Zoom meeting) at the time the Chairperson requests public comments. The Clerk will then advise you when it is your turn to speak. Verbal public comments are limited to three minutes.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in this meeting, please call 805.642.1591 x111 at least 48 hours before the meeting to help staff in assuring those reasonable accommodations are made to provide accessibility.

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

ITEM 3 PUBLIC COMMENTS

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES – Action

- *Waive the reading and approve the minutes of the November 17, 2021, meeting.*

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE – Receive and File

ITEM 7 INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) - Action

ITEM 8 SELECTION OF PROJECTS FOR LOCAL STREETS AND ROADS PROGRAM – Action

ITEM 9 EXTENSION OF REGIONAL SURFACE TRANSPORTATION PROGRAM (STP) LOAN REPAYMENTS FROM ORANGE AND SAN BERNARDINO COUNTIES – Receive and File

ITEM 10 FUTURE AGENDA ITEMS

- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Federal Infrastructure Program Legislation
- Metrolink SCORE Project (Simi Double-Track Project)
- Status of Ventura County CRRSA Apportionment
- Ventura County Air Quality Management Plan

ITEM 11 ADJOURNMENT



**MEETING MINUTES OF NOVEMBER 17, 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
Brian McCarthy, City of Fillmore
Daniel Kim, City of Moorpark
Mike Tohidian, City of Thousand Oaks
Jeff Hereford, City of Ventura
Chris Kurgan, County of Ventura
Letitia Austin, Port of Hueneme

EX OFFICIO:

Robert Wong, Caltrans
Ben Cacatian, Ventura County Air Pollution Control District
Robert Martinez, Gold Coast Transit District

MEMBERS ABSENT:

City of Ojai
City of Oxnard
City of Port Hueneme
City of Santa Paula

VCTC STAFF PRESENT:

Peter De Haan, Programming Director
Amanda Fagan, Planning and Policy Director
Heather Miller, Program Manager

ITEM 1 CALL TO ORDER

Chair Link called the meeting to order at 1:04 p.m. via ZOOM.

ITEM 2 INTRODUCTIONS AND ANNOUNCEMENTS

Ms. Amanda Fagan, VCTC, announced that the Comprehensive Transportation Plan survey will close at the end of November. Ms. Heather Miller, VCTC, announced that the Clean California grant deadline has been extended to June 2024. Mr. De Haan, VCTC, introduced Mr. Martin Rodriguez (GCTD).

ITEM 3 PUBLIC COMMENTS - None.

ITEM 4 AGENDA ADJUSTMENTS - None.

ITEM 5 APPROVAL OF MINUTES

Chair Link requested that the minutes be amended to correct the names of Ms. Letitia Austin with the Port of Hueneme a and Mr. Robert Wong, Caltrans.

ACTION:

Heydari moved, seconded by Matsuoka, that the Committee approve the September 19, 2021 minutes, as amended. The motion passed unanimously.

ITEM 6 CALTRANS LOCAL ASSISTANCE UPDATE

Robert Wong, Caltrans District 9, updated the committee on upcoming project funding deadlines and staff recruitments. Mr. De Haan clarified that each agency has either six or twelve months to award a project, depending on whether the funds were allocated before or at the June 2021 CTC meeting.

ITEM 7 POLICY TO PROGRAM FUNDS TO LOCAL STREETS AND ROADS ON A ONE-TIME BASIS

Mr. De Haan provided the committee with a brief background of the CRRSA Act. He also shared the schedule, process, and requirements to submit projects to be included in the list of potential projects. The committee discussed potential projects and funding options.

ACTION:

Heydari moved, seconded by Matsuoka, that the Committee recommend the Commission approve a policy to program funds on a one-time basis to local streets and roads with projects to be recommended by TTAC, in amounts consisting of \$7,739,750 in unprogrammed COVID Relief and Recovery Supplementl Appropriation (CRRSA) Act funds and \$3,175,917 in unprogrammed Highway Infrastructure Program (HIP) funds, for a total of \$10,915,667. The motion passed unanimously.

ITEM 8 REVISION TO CAMARILLO CMAQ PROGRAM

ACTION:

Hereford moved, seconded by Heydari, that the Committee recommend reprogramming \$400,000 in CMAQ funds from the Springville Road Bike Path Design project in Camarillo to the Pleasant Valley Road Bike Lanes project. The motion passed unanimously.

ITEM 9 VEHICLE MILES TRAVELED ADAPTIVE MITIGATION PROGRAM

Ms. Fagan provided a brief background of the Vehicles Miles Traveled Adaptive Mitigation Program including the program's intent, schedule, and next steps. The committee received a presentation on the VMT Adaptive Mitigation Program for CEQA Streamlining including 1) the benefits of a regional mitigation program, 2) early action planning, 3) key staff, and 4) the schedule and involvement.

ITEM 10 FEDERAL HIGHWAY ADMINISTRATION (FHWA) COMMENT REGARDING SUBALLOCATION OF FUNDING TO INDIVIDUAL COUNTIES

Mr. Peter De Haan shared that the FHWA has communicated to Caltrans that several multi-county MPOs in California are violating federal regulations by 1) suballocating STBG funds to individual 'county transportation agencies' (such as VCTC) and 2) delegating CMAQ project selection responsibilities to these agencies. He said that he would keep the committee apprised of the situation as it evolves.

ITEM 11 STATUS OF SB 1 COMPETITIVE PROGRAMS

Mr. De Haan provided a brief summary of the three programs established by SB 1 including Solutions for Congested Corridors; Trade Corridor Enhancement; and Local Partnership. He said that staff will be approaching agencies with projects in the 101 Communities Connected plan to see if they might comply with the program's potential requirements/deadline of 1) environmental clearance by summer 2023, 2) contract for implementation or construction by December 2025, 3) pre-construction work (right-of-way and design) funded from other sources.

ITEM 12 ACTION TRANSPORTATION PROGRAM (ATP) UPDATE

Ms. Heather Miller, VCTC, updated the committee on the ATP Cycle 6 funding including the total appropriations of \$445M, the Call for Projects scheduled for March 16-17, 2022, and the project application deadline of June 22, 2022. She encouraged agencies to register for a regional workshop.

ITEM 13 REVISION OF COMMITTEE OPERATING RULES

Mr. De Haan provided a brief background of the committee's Operating Rules and recommended that they be amended to update the number of voting members required to achieve a quorum from eight to six, and to reflect the current meeting day, time, location. The committee agreed to address the meeting date and time at a later date.

ACTION:

Hereford moved, seconded by Matsuoka, that the Committee revise its Operating Rules and recommend that the Commission amend its Administrative Code to reduce the quorum requirement for the Technical Advisory Committee from eight to six. The motion passed unanimously.

ITEM 14 FUTURE AGENDA ITEMS

- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Federal Infrastructure Program Legislation
- Metrolink SCORE Project (Simi Double-Track Project)
- Status of Ventura County CRRSA Apportionment
- StreetsLA Pilot Program (2022)

ITEM 15 Chair Link adjourned the meeting at 2:36 p.m.



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Item 7

December 15, 2021

MEMO TO: TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND
COMMUNITY RELATIONS; PETER DE HAAN, DIRECTOR OF
PROGRAMMING

SUBJECT: INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

RECOMMENDATION:

- Receive and file.

BACKGROUND:

On November 15th, President Joseph R. Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), a landmark piece of legislation that will significantly increase investment in infrastructure in the United States over the next five years. Attached for the Committees' discussion is the analysis that was presented to the Commission at its meeting on December 3rd.

DISCUSSION:

There is no Committee action required at this time. However, TRANSCOM in particular should note the significant authorized increases in transit formula funding starting in the current year. Since the FY 2021/22 Program of Projects (POP) was adopted assuming no increase in funding, there is the option to amend the POP to enable the transit operators to access the increased funds in the FY 2021/22 grants. Another option would be to not amend the POP, and carry over the increased FY 2021/22 transit apportionments to FY 2022/23.

The IIJA authorizes continuation of the Congestion Mitigation and Air Quality (CMAQ) program as well as the Surface Transportation Block Grant (STBG) program which California distributes to counties through the Regional Surface Transportation Program. These programs are continued at approximately the same funding level as before.



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Item #8K

December 3, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND COMMUNITY RELATIONS; PETER DE HAAN, DIRECTOR OF PROGRAMMING

SUBJECT: INFRASTRUCTURE UPDATE

RECOMMENDATION:

- Receive and file

DISCUSSION:

In November, President Joseph R. Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), a landmark piece of legislation that will significantly increase investment in infrastructure in the United States over the next five years. With total anticipated spending of roughly \$1.2 trillion, the IIJA is being called the largest investment in U.S. infrastructure in at least six decades. It will provide a long-term infusion of funds to repair roads and bridges, improve public transportation and railroads, and support expansion of electric vehicle networks, among other benefits. While the IIJA will not provide enough funding to perform every needed repair and complete each new project, it is expected to go a long way toward helping states, including California, update and transform their transportation networks.

The IIJA is considered historic not only because of its size and scope, but also because it gained bipartisan support in both houses of Congress. The Senate passed the IIJA on a vote of 69-30 in August, and the House of Representatives voted 228-206 in support on November 5.

IIJA Overview

The IIJA consists of two pieces: a five-year reauthorization of the Fixing America's Surface Transportation (FAST) Act, which was first passed in 2015, and roughly \$550 billion in new spending above current FAST Act levels. The bulk of the money will come through existing programs, or formula funding. The remainder will likely be distributed through competitive grant programs that will either require a local match or make it difficult to compete for the funds without a local match. Ventura County will be at a disadvantage competing for funds due to the lack of a local sales tax measure to support transportation.

The IIJA breakdown of new spending includes:

- \$110 billion for roads and bridges
- \$73 billion for power grid upgrades
- \$66 billion for rail and Amtrak
- \$65 billion for broadband expansion
- \$55 billion for clean water
- \$39 billion for transit
- \$17 billion in port infrastructure and waterways
- \$7.5 billion to build a national network of electric vehicle chargers

In addition to funding for what's considered traditional infrastructure, such as highways and bridges, the legislation includes funding for the first Safe Streets and Roads for All program to support projects to reduce traffic fatalities. The IIJA also increases funding for the Transportation Alternatives Program (TAP), which in California is used to fund the state's Active Transportation Program. Across all five years, it is expected to bring a \$2.5 billion increase for sidewalks, bike lanes, Safe Routes to School Programming, and trails. The IIJA also adds new rules that would limit transfers of TAP funding to ensure the money is used to improve safety. The legislation recodifies Safe Routes to School funding into law and expands the program to include high schools.

The IIJA also provides across-the-board formula funding increases for transit. The Urbanized Area Formula program (Section 5307), the primary federal transit formula program, receives a 30% increase in the first year. The first-year increases for the smaller transit formula programs include 47.5% for Senior and Persons with Disabilities (Section 5310); 22.7% for Rural Formula (Section 5311); and 63.9% for State of Good Repair (Section 5337). In subsequent years all these programs continue to receive 2% to 3% increases.

California Impact

California is expected to receive an estimated \$40 billion, the largest portion of IIJA funding, for highway, bridge, public transit and other investments. The state has more than 1,500 bridges and more than 14,000 miles of highway in poor condition, according to a fact sheet distributed by the White House.

The breakdown of anticipated funding for California includes:

- \$25.3 billion for roads
- \$9.45 billion for public transportation
- \$4.2 billion for bridges
- \$1.5 billion for infrastructure development for airports
- \$384 million to help expand the state's electric-vehicle charging network
- \$100 million to expand broadband coverage
- \$84 million to help protect against wildfires

In addition to funding received through existing programs, California will be eligible to compete for additional funding through several avenues, such as the Bridge Investment Program.

Ventura County Impact

The exact details of how IIJA funding might be distributed are still being finalized, so it is not yet certain how the IIJA will impact Ventura County cities, agencies and transit operators. Ventura County Transportation Commission (VCTC) staff will continue to follow IIJA developments and will provide specific reports to the Commission as more information becomes available.



December 15, 2021

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: RECOMMENDED LOCAL STREETS AND ROADS PROJECTS TO RECEIVE FUNDS ON A ONE-TIME BASIS

RECOMMENDATION:

- Recommend Commission approval of projects recommended on the attached list, in amounts totaling \$7,739,750 in unprogrammed COVID Relief and Recovery Supplemental Appropriation (CRRSA) Act funds and \$3,175,917 in unprogrammed Highway Infrastructure Program (HIP) funds, for a total of \$10,915,667, with the caveat that VCTC staff may move funds between categories if required to facilitate delivery and avoid a lapse of funds.

BACKGROUND:

At last month's meeting, TTAC recommended the Commission program funds on a one-time basis available to VCTC from \$7,739,750 in unprogrammed COVID Relief and Recovery Supplemental Appropriation (CRRSA) Act funds and \$3,175,917 in unprogrammed Highway Infrastructure Program (HIP) funds, for a total of \$10,915,667. The Commission approved this recommendation at its December 3rd meeting. Staff sent a notice to local public works contacts on November 11th.

Local jurisdictions have provided lists of recommended projects to VCTC staff, and staff recommends TTAC consideration of the submitted projects as shown on the attached list. The total of each agency's recommended projects is equal to that agency's proportional share of the population of Ventura County, except that no agency is receiving less than \$300,000.

Last year the federal government approved the CRRSA Act which provided a one-time emergency appropriation of highway funds to states. California has since adopted policies to apportion these funds to counties, with some of the funds apportioned by the California Transportation Commission through shares in the State Transportation Improvement Program (STIP) and some distributed by Caltrans Local Assistance apportionments. VCTC has been apportioned \$3,972,460 in CRRSA Local Assistance funds, and has been assigned \$3,965,568 in CRRSA County Shares in the STIP. The CRRSA Local Assistance funds can be used for virtually any transportation purpose including capital and operations. The CRRSA STIP funds can be used for transportation capital projects, with 5% of the amount, or \$198,278 for Ventura County, available for Planning, Programming, and Monitoring (PPM). At the September meeting, TTAC approved VCTC using the allowed \$198,278 of STIP CRRSA for PPM, leaving \$3,767,290

in CRRSA STIP funds for transportation capital projects. Thus, there remains a \$7,739,750 unprogrammed CRRSA fund balance.

Since FY 2017/18, Congress has supplemented the authorized funds with additional monies using the name "Highway Infrastructure Program," or HIP. California has apportioned these funds following the same distribution method as the Regional Surface Transportation Program (STP), and VCTC has applied to these funds its policy of the U.S. 101 project being the top priority for STP money. However, VCTC did have some older STP projects on the books and some of these did in fact use HIP money. These funds have various lapse dates based on the years of appropriation, and VCTC attempted to loan these funds to other counties as it did with its other Regional STP funds, but has found that due to various federal restrictions the loaning of HIP is more difficult. VCTC currently has an unobligated balance of \$4,154,123 of HIP, with \$978,206 slated to be loaned to the Sacramento Area Council of Governments under an agreement approved a few months ago, and another \$1,574,805 scheduled to lapse if not obligated by September of 2022.

DISCUSSION:

Although SB 1, approved in 2017, has significantly improved the local streets and roads funding outlook, it has not completely filled the need which VCTC previously recognized in developing the expenditure plan for Measure AA in 2016. Meanwhile, VCTC has a relatively short time frame to obligate federal highway funds that were provided in recent years above and beyond the amounts anticipated at the time that the U.S. 101 project was identified as the funding priority through the Comprehensive Transportation Plan. Therefore, it appears to be prudent at this time to make a one-time set aside of these one-time federal CRRSA and HIP funds, for use by local jurisdictions for street and road priorities, especially maintenance.

The attached proposed listing of approved projects specifies the type of funds being programmed to each project. In assigning the type of funds to be used, VCTC staff provided HIP funds to projects that appeared eligible for those funds, which are less flexible than the Local Assistance CRRSA. The table specifies the HIP funds to be received based on year of allocation, for the purpose of ensuring that the HIP funds go to projects that can obligate funds prior to the scheduled lapse dates. Based on the anticipated obligation dates provided by the jurisdictions, it appears that all of the HIP funds will be obligated well before the deadlines.

For the STIP CRRSA funds, staff assigned the funds to a small number of larger projects, due to the additional procedural requirements associated with the STIP. The STIP projects will need to be programmed by fiscal year, with the allocation deadline set to June of the fiscal year selected. Although the CTC will generally consider extensions to its allocation deadlines, in this case due to the federal CRRSA deadline, the CTC's policy says that any CRRSA STIP funds not allocated by June 2024 will be reprogrammed to Caltrans, to ensure the funds are not lost to the state. Staff's understanding is that the Ventura project on Bristol Road is connected with the Montalvo / Harmon Barranca Active Transportation project which will also require a CTC allocation, and has an allocation deadline of February, 2023.

Due to a clerical error, VCTC did not send the email funding availability notification to Santa Paula. This issue was not noticed until the December 7th deadline when Santa Paula did not nominate any projects. Therefore, the staff recommendation shows funds being placed in reserve for Santa Paula. Staff is now working with Santa Paula to identify the projects to be funded.

It is important for all cities to be aware that federal requirements, including contracting rules for projects with contracts, must be complied with for the use of these funds. In particular, to remain eligible, a project cannot expend funds, and a contract cannot be advertised, until the date that the "E-76" authorization is received from Caltrans.

VENTURA COUNTY 2021/22 – 2023/24 ONE-TIME LOCAL STREET & ROAD PROGRAM

AGENCY	PROJECT	LOCAL ASSISTANCE CRRSA Lapses 9/2024	STIP CRRSA Lapses 9/2024	18/19 HIP Lapses 9/2022	19/20 HIP Lapses 9/2023	20/21 HIP Lapses 9/2024
Camarillo	Road Rehabilitation	49,823	835,501			
Fillmore	Street Maintenance	300,000				
Moorpark	Princeton Avenue Improvements			456,976		
Ojai	Street Maintenance Operations	300,000				
Oxnard	Traffic Operations / Maintenance	866,490				
Oxnard	Public Works Road / Signal Maintenance	866,490				
Oxnard	Ventura Boulevard Pedestrian Improvement	619,065				247,424
Port Hueneme	Channel Islands Boulevard Resurfacing	300,000				
Santa Paula	Reserve for Santa Paula	389,790				
Simi Valley	Madera Road Rehabilitation				828,453	471,547
Simi Valley	Pavement Delineation	280,802				
Thousand Oaks	Rancho Conejo Biotech Area Sidewalk		1,592,969			
Ventura	Bristol Road Rehabilitation		1,338,820			
County Unincorporated	Hueneme Road Preliminary Design & Environmental			1,117,829	53,688	
	TOTAL	\$3,972,460	\$3,767,290	\$1,574,805	\$882,141	\$718,971

Proposed STIP Program Years:

Camarillo Road Rehabilitation: 2023/24 (June 2024 allocation deadline)

Thousand Oaks Rancho Conejo Sidewalk: 2023/24 (June 2024 allocation deadline)

Ventura Bristol Road Rehabilitation: 2022/23 (June 2023 allocation deadline)



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Item 9

December 15, 2021

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: EXTENSION OF SURFACE TRANSPORTATION PROGRAM (STP) LOANS TO ORANGE AND SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITIES

RECOMMENDATION:

- Recommend the Commission extend by one year, to Fiscal Year 2022/23, the repayment of \$15.11 million of STP apportionment funds loaned to the Orange County Transportation Authority (OCTA) and \$14.3 million of STP apportionment funds loaned to the San Bernardino County Transportation Authority (SBCTA).

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 under the Regional Surface Transportation Program (STP). State law also applies the three-year lapsing 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 funds as well as 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, and therefore VCTC has been making such loans.

In 2018, TTAC and the Commission approved loans of \$21.5 million to the OCTA and \$14.3 million to SBCTA, with both loans due to be repaid in Fiscal Year (FY) 2021/22, which was the earliest possible date VCTC might need the funds for the design phase of the US 101 project. However, since the draft environmental document is not yet ready for the US 101 project, there is no longer a chance of final design funds being obligated during the current fiscal year.

DISCUSSION:

When a loan of STP funds is repaid, the repayment occurs with newly-apportioned funds, meaning that the three-year lapsing timeclock starts from the year of repayment. Since the funds scheduled for repayment this year cannot be used this year, it is in VCTC's interest to request a deferral of the repayment for one year, so that VCTC has more time to use the funds once they

are repaid. SBCTA has indicated that instead of repaying the funds this year it can use the funds on another project and then repay VCTC next year using \$14.3 million in FY 2022/23 funds. OCTA has confirmed that a similar arrangement can be made for \$15.11 million of the \$21.5 million that was loaned, so that the \$15.11 can be repaid in FY 2022/23 instead of this year. As a result, only \$6.39 million of the OCTA loan must be repaid now. Staff recommends the Committee approve the proposed one-year deferment for repaying the \$14.3 million loan to SBCTA and \$1.511 million of the \$21.5 million loan to OCTA.