



**VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)**

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AGENDA*

Wednesday, December 8, 2021

1:30 p.m.

***Action may be taken on any item listed on the agenda**

The meeting will be via ZOOM Webinar

Please click the link below to access the webinar.

<https://us02web.zoom.us/j/86983079729?pwd=ZHNkYlNnTWVhXZlFKWEV1eWY5MUg1UT09>

Call-In Option:

Dial: 1.669.900.6833

Webinar I.D.: 869 8307 9729

Passcode:12345

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for 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. [In accordance with AB 361](#), VCTC meetings 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 will be able to virtually view and participate in the Commission 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/click 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 Host 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 a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

ITEM 3 PUBLIC COMMENT

- *Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES – For Action

- *Waive the reading and approve the minutes of the November 11, 2021 meeting.*

ITEM 6 VCBUSPASS FARE CAPPING PROGRAM, AARON BONFILIO, PROGRAM MANAGER – For Discussion

ITEM 7 COVID-19 TRANSIT UPDATE, MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR – For Information

ITEM 8 INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA), PETER DE HAAN, PROGRAMMING DIRECTOR & DARRIN PESCHKA, GOVERNMENT AND PUBLIC RELATIONS DIRECTOR – Receive and File.

ITEM 9 EXPEDITED PROGRAMMING OF CMAQ FUNDS AUTHORIZED UNDER INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA), PETER DE HAAN, PROGRAMMING DIRECTOR – For Action

ITEM 10 FUTURE AGENDA ITEMS – For Discussion

ITEM 11 ADJOURNMENT



**VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee
(TRANSCOM)**

MEETING MINUTES

Wednesday, November 10, 2021

1:30 p.m.

The meeting held via ZOOM Webinar

MEMBERS PRESENT:

Matt Miller, Gold Coast Transit District (Chair)
Ben Gonzales, City of Simi Valley (Vice Chair)
Tyler Nestved, City of Camarillo
Shaun Kroes, City of Moorpark
Phillip Pulley, City of Ojai
Tim Bochum, City of Oxnard
Nancy Arrieta, City of Thousand Oaks
Chris Kurgan, County of Ventura

Christopher Jetton, CSUCI (ex-officio)
Ben Cacatian, VCAPCD (ex-officio)

MEMBERS ABSENT:

City of Fillmore
City of Port Hueneme
City of Santa Paula
City of Ventura

VCTC STAFF PRESENT:

Martin Erickson, Public Transit Director
Peter De Haan, Programming Director
Aaron Bonfilio, Program Manager / Transit Contracts
Heather Miller, Program Manager / Programming

ITEM 1 CALL TO ORDER

Chair Miller called the meeting to order at 1:31 p.m. via Zoom Webinar.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Chair Miller, Gold Coast Transit District, announced that the driver shortage is improving and that they are working on a January 2022 schedule change. Shaun Kroes, City of

Moorpark, announced the commencement of the Moorpark Metrolink station north parking lot construction project. Peter De Haan, VCTC, announced the passing of the Infrastructure Bill. Aaron Bonfilio, VCTC, announced the November schedule modification due to driver shortages.

ITEM 3 PUBLIC COMMENT

None.

ITEM 4 AGENDA ADJUSTMENTS

None.

ITEM 5 APPROVAL OF SEPTEMBER MEETING MINUTES

ACTION

Kroes moved, seconded by Nestved, that the Committee approve the September 9, 2021 meeting minutes, as amended. The motion passed unanimously.

ITEM 6 ADA CERTIFICATION SERVICES PROGRAM

Mr. Bonfilio shared that ADA Certifications are trending down, which may be seasonal or related to the shift in people's behavior due to the coronavirus pandemic.

ITEM 7 UNITE US PRESENTATION

Jill Shaffer, Unite Us, gave a brief presentation about the Unite Us shared technology platform, which enables health and social service providers to send and receive electronic referrals, address people's social needs, and improve health across communities.

ITEM 8 COVID-19 TRANSIT UPDATE

Mr. Erickson, VCTC, shared that while he was attending the CTA Conference, there was much discussion about the driver shortage and the potential for low employee/driver morale as the pandemic continues and people continue to feel the stress of the situation.

ITEM 9 FEDERAL HIGHWAY ADMINISTRATION COMMENT REGARDING SUBALLOCATION OF FUNDING TO INDIVIDUAL COUNTIES

Mr. De Haan, VCTC, stated that Federal regulations stipulate that federal Surface Transportation Block Grant (STBG) funds, which under state law are apportioned by the state through the RSTP formula, cannot be suballocated to individual jurisdictions, meaning that VCTC cannot distribute RSTP among the local jurisdictions by formula. He stated that VCTC staff has been in several meetings convened by regional agencies to discuss possible approaches to responding to the FHWA and will keep the committee up to date as the situation evolves.

The Committee discussed the potential for additional CMAQ funds being allocated to Ventura County, Caltrans' response to the issue, and VCTC's request for an extension.

ITEM 10 STATUS OF SB 1 COMPETITIVE PROGRAMS

Mr. De Haan, VCTC, stated that the third funding cycle of SB 1 can be used for design and construction of projects included in the Highway 101 Communities Connected plan and that staff is participating in CTC workshops to develop guidelines for this round of funding.

ITEM 11 FUTURE AGENDA ITEMS

- VCbuspass Fare Capping (December)
- Expedited CMAQ funds (December)
- Election or Transition of Officers (January)
- Transit Integration Efficiencies Studies (TIES) Update
- Coordinated Public-Transit Human Services Plan Update
- Federal Transit Funding and Infrastructure Bill Updates
- Progress on Fleet Electrification

ITEM 12 ADJOURNMENT

Chair Miller adjourned the meeting at 2:43 p.m.



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Item 8

December 8, 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 8, 2021

MEMO TO: TRANSIT OPERATORS COMMITTEE (TRANSCOM)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: EXPEDITED PROGRAMMING OF CMAQ FUNDS AUTHORIZED UNDER INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA)

RECOMMENDATION:

- Approve moving forward with querying transit agencies regarding possible bus replacements to obligate CMAQ within 12 months.

BACKGROUND:

On November 15th the President signed the IIJA which significantly increased transportation funding over a 5-year period, while also authorizing the existing transportation programs, including CMAQ, for a 5-year period. VCTC staff therefore expects over the next few months to initiate a CMAQ call for projects. That process will start with developing revised guidelines, followed by issuance of the call for projects to program the five years of CMAQ funds authorized by the IIJA, and then scoring of applications and submittal of the recommended projects to the Southern California Association of Governments (SCAG) for inclusion in the Federal Transportation Improvement Program (FTIP). As discussed with the Committee last month, the CMAQ call for projects process could be changed from prior cycles depending on the outcome of the work by Caltrans, SCAG, and the other multi-county Metropolitan Planning Organizations to comply with the Federal Highway Administration's recent letter regarding the issue of suballocation within regions.

Earlier this year VCTC went through a process to program the CMAQ funds made available through a one-year extension of the Fixing America's Surface Transportation (FAST) Act, making half of the funds available for replacing buses and other related infrastructure as included in Transit Asset Management (TAM) replacement schedules, and the other half available for cost increases to previously-programmed bicycle and pedestrian projects and to new projects for agencies that had already completed all their previously-programmed projects. From that process, VCTC and TRANSCOM became aware of the need for additional bus replacements beyond the funds available at that time. Since addressing the transit bus replacement need is a clear priority, the passage of the IIJA provides the opportunity to quickly move forward with the scheduled vehicle replacements, without having to wait for the pending call for projects process.

To move forward as quickly as possible to utilize the funds made available by the IIJA, staff recommends that each transit operator provide to VCTC by December 12th a list of CMAQ-eligible bus replacement projects scheduled in their asset plans over the next two years, with the anticipated CMAQ funding amounts equal to 88.53% of total cost. Staff will then use these submittals to create a list of projects for approval at the January TRANSCOM meeting. The intent is to have the CMAQ funds transfers processed by Caltrans and Federal Highway Administration no later than November 1, 2022.