



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

[www.goventura.org](http://www.goventura.org)

**AGENDA\***

Wednesday, May 11, 2022

1:30 p.m.

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

The meeting will be via ZOOM. Please click the link below.

<https://us02web.zoom.us/j/81227247108?pwd=ZWVnYVJIS2t6ZmVjMS9aZDFKaEJWdz09>

Call-In Option:

Dial: 1.669.900.6833

Webinar I.D.: 812 2724 7108

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. [In accordance with AB 361](#) VCTC meetings will continue to conduct its meetings by teleconference, its committee members will participate in the meeting from individual remote locations, and no physical location will be open to the public for this meeting.*

*Members of the public will be able to virtually view and participate in this meeting remotely. Members of the public who wish to address the committee 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 (about 2 days) 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 & ANNOUNCEMENT**

**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**

***Recommended Action:***

- *Waive the reading and approve the meeting minutes from March 2022.*

**Responsible Staff:** Jeni Eddington

**ITEM 6 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff:** Aaron Bonfilio

**ITEM 7 REGIONAL DEDICATED TRANSIT LANES STUDY**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff:** Priscilla Freduah-Agyemang, SCAG

**ITEM 8 INFRASTRUCTURE INVESTMENT AND JOBS ACT TRANSIT FUNDING ANALYSIS**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff:** Peter De Haan

**ITEM 9 GUIDELINES AND SCHEDULE FOR THE 2022 COMBINED CALL-FOR-PROJECTS FOR FTA SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS**

***Recommended Action:***

- *Approve the Guidelines and Schedule for the 2022 combined 5310/JARC call-for-projects and appoint a TRANSCOM subcommittee to evaluate project applications.*

**Responsible Staff:** Heather Miller

**ITEM 10 CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT STATUS**

***Recommended Action:***

- *Receive and file.*

**Responsible Staff:** Peter De Haan

**ITEM 11 FUTURE AGENDA ITEMS**

***Recommended Action:***

- *For discussion.*

**Responsible Staff:** Peter De Haan

**ITEM 12 ADJOURNMENT**



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

Wednesday, March 9, 2022  
1:30 PM via ZOOM Webinar

**MEETING MINUTES**

**MEMBERS PRESENT**

Ben Gonzales, City of Simi Valley (Chair)  
Mike Houser, City of Thousand Oaks (Vice Chair)  
Jason Samonte, City of Camarillo  
Phil Pulley, City of Ojai  
Chris Kurgan, County of Ventura  
Matt Miller, Gold Coast Transit District (GCTD)

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

**MEMBERS ABSENT**

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

**VCTC STAFF PRESENT**

Peter De Haan, Programming Director  
Amanda Fagan, Transportation Planning Director  
Aaron Bonfilio, Program Manager / Transit Contracts  
Claire Grasty, Program Manager / Regional Transit Planning  
Heather Miller, Program Manager  
Dolores Lopez, Regional Transit Planner  
Erin Kenneally, Transit Specialist

**ITEM 1 CALL TO ORDER**

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

**ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**

Mr. Matt Miller, GCTD, announced the upcoming delivery of vehicles in April 2022 and his commitment to use public transit to commute two days per week.

Mr. Ben Cacatian, VCAPCD, reminded the committee to visit [www.vcapcd.org/RACM](http://www.vcapcd.org/RACM) and review Ventura County's Reasonably Available Control Measures Analysis for Transportation Control Measures (TCMs).

**ITEM 3 PUBLIC COMMENT**

None.

**ITEM 4 AGENDA ADJUSTMENTS**

None.

**ITEM 5 APPROVAL OF MEETING MINUTES**

**ACTION**

**Miller moved, seconded by Houser, that the Committee approve the February 9, 2022 meeting minutes. The motion passed unanimously.**

**ITEM 6 ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**

The committee received the ADA certification services program monthly update for filing.

**ITEM 7 GOLD COAST TRANSIT DISTRICT'S ZERO EMISSION STRATEGIC TRANSITION PLAN**

Mr. James Beck, GCTD, presented the ZEB Transition and Rollout Plan, which includes GCTD's current fleet inventory, projected timeline, and alternative fuel modelling/comparisons.

**ITEM 8 VEHICLE MILES TRAVELED ADAPTIVE MITIGATION PROGRAM (VMT AMP) – TRANSIT OPERATIONS**

The committee received a presentation on the VMT Adaptive Mitigation Program including: 1) the purpose and framework, 2) the cost to mitigate VMT impacts, 3) the estimated CEQA transportation impacts from housing projects; 4) the mitigation and monitoring options, and 5) the schedule and stakeholder involvement.

**ITEM 9 FISCAL YEAR 2021/22 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION**

**ACTION**

**Houser moved, seconded by Gonzales, that the Committee approve the Ventura County Transportation Commission FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Total Allocation Request of \$2,078,719 to fund the following projects:**

- a) **Youth Free Fare Pilot Program**
- b) **Metrolink Weekend Service**

**ITEM 10 FUTURE AGENDA ITEMS**

The committee discussed the cancellation of the April 2022 meeting, the addition of the countywide marketing program and adding the Public Transit Agency Safety Plan to a later agenda.

**ITEM 11 ADJOURNMENT**

Chair Gonzalez adjourned the meeting at 2:59 p.m.



Item 6

MAY 11, 2022

**MEMO TO:     TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**  
**FROM:         AARON BONFILIO, PROGRAM MANAGER**  
**SUBJECT:      ADA CERTIFICATION SERVICES PROGRAM UPDATE**

**RECOMMENDATION:**

- Receive and file the monthly ADA Certification services report(s).

**DISCUSSION:**

Mobility Management Partners (MMP) is VCTC's service provider for ADA Paratransit Eligibility Certification services. Attached please find the monthly ADA Certification services report, which is provided as a standing item for the TRANSCOM group.

Attachment(s): MMP ADA Certification Report (March & April 2022)

| Mar-22   |   |     |     |     |       |       |      |      |
|--|---|-----|-----|-----|-------|-------|------|------|
|  |   | Mar | Feb | Jan | Dec   | Nov   | Oct  |      |
| Call Center  | Inbound ADA Calls                             | 481 | 405 | 386 | 369   | 351   | 376  |      |
|  | Outbound ADA calls                            | 401 | 338 | 322 | 201   | 191   | 243  |      |
|  | Average hold time (in seconds)                | TBD | TBD | TBD | TBD   | 6.31  | 5.53 |      |
|  | Outbound Area Transmittals                    | 2   | 2   | 7   | 5     | 4     | 7    |      |
|  | Inbound Area Transmittals                     | 8   | 6   | 2   | 8     | 14    | 8    |      |
| Applications Received  | Recertification                               | 113 | 113 | 120 | 86    | 85    | 123  |      |
|  | New Applications                              | 65  | 37  | 23  | 49    | 47    | 41   |      |
| Applications Received by Service Area                                  | Camarillo Area                                | 7   | 11  | 14  | 11    | 10    | 23   |      |
|  | Gold Coast Area                               | 71  | 70  | 59  | 47    | 57    | 50   |      |
|  | Valley Express Area                           | 9   | 2   | 6   | 6     | 12    | 11   |      |
|  | Moorpark Area                                 | 11  | 1   | 4   | 2     | 4     | 4    |      |
|  | Simi Valley Area                              | 54  | 25  | 38  | 37    | 29    | 51   |      |
|  | Thousand Oaks                                 | 25  | 40  | 22  | 30    | 19    | 24   |      |
|  | Out of County                                 | 1   | 1   | 0   | 2     | 1     | 1    |      |
| Completed Determinations by Evaluation Type                            | Complete, with Functional Evaluation          | 0   | 0   | 0   | 0     | 0     | 0    |      |
|  | Complete, Interview w/o Functional Evaluation | 0   | 0   | 0   | 0     | 0     | 0    |      |
|  | Complete, Special Circumstance (no Interview) | 33  | 28  | 13  | 33    | 20    | 26   |      |
|  | Complete, Over 85+                            | 12  | 6   | 2   | 3     | 6     | 6    |      |
|  | Complete, Phone Interview                     | 10  | 12  | 9   | 16    | 16    | 15   |      |
|  | Complete, Short-term Certification (60 days)  | 0   | 0   | 0   | 0     | 1     | 0    |      |
|  | Complete, Recertifications                    | 108 | 103 | 107 | 85    | 76    | 110  |      |
| Delays in Processing (Cumulative)                                      | Completed Determinations                      | 163 | 149 | 131 | 137   | 119   | 157  |      |
|  | Due to incomplete application by client       | 11  | 8   | 3   | 2     | 4     | 2    |      |
|  | Pending Professional Evaluation (PE)          | 6   | 14  | 14  | 16    | 13    | 17   |      |
|  | Applications that failed to meet 21 day rule  | 0   | 0   | 0   | 0     | 0     | 0    |      |
| Assessments  | Applicants awaiting phone interviews          | 2   | 1   | 1   | 0     | 0     | 0    |      |
|  | Assessment Catagories                         |     |     |     | Total | CAM   | VCTC | SIMI |
|  | With Physical Assessment                      |     |     |     | 0     | 0     | 0    | 0    |
|  | With Cognitive Assessment                     |     |     |     | 0     | 0     | 0    | 0    |
|  | Interview only (at assessment sites)          |     |     |     | 0     | 0     | 0    | 0    |
|  | No Shows for Phone Interview                  |     |     |     | 0     | 0     | 0    | 0    |
|  | Total Number of appointment days              |     |     |     | 0     | 0     | 0    | 0    |
| Total Number of appointment days                                       |   |     |     | 0   | 0     | 0     | 0    |      |
| Determinations by Eligibility  |   |     |     |     |       | Total | %    |      |
| Unconditional (including S.C., Over 85+ , Phone interviews,short-term) |   |     |     |     |       | 152   | 93%  |      |
| Conditional  |   |     |     |     |       | 9     | 6%   |      |
| Temporary  |   |     |     |     |       | 2     | 1%   |      |
| Denials  |   |     |     |     |       | 0     | 0%   |      |
| Short Term   |   |     |     |     |       | 0     | 0%   |      |

As of 3/17/2020, MMP closed their Camarillo office and began working remotely due to COVID-19 restrictions.

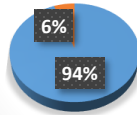
Riders requesting service outside of Ventura County

Riders requesting service into Ventura County

Total applications received: 178

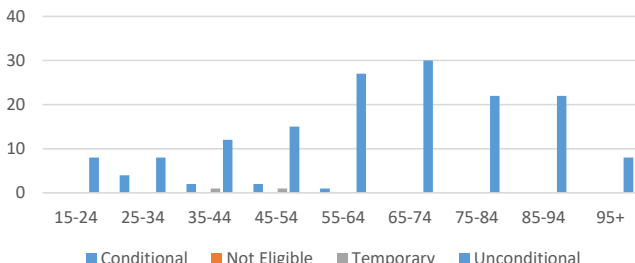
Online Applications Received: 0 (0%)

### Applications by Language



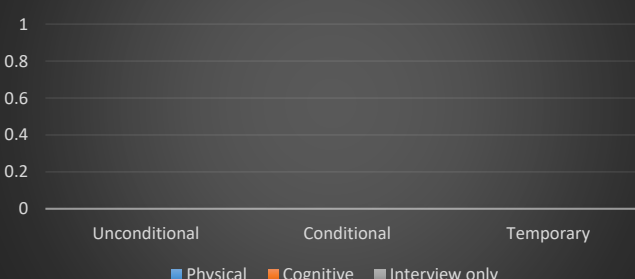
■ ENGLISH  
■ SPANISH

### Evaluations by Age and Determination Type



■ Conditional ■ Not Eligible ■ Temporary ■ Unconditional

### In-person Interviews by Eligibility and Assessment Type

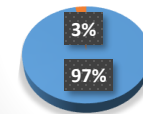


■ Physical ■ Cognitive ■ Interview only

| Mar-22   |     |     |     |     |
|--|-----|-----|-----|-----|
| Applications Received - GCT Area Cities          | Mar | Feb | Jan | Dec |
| Casitas Springs                                  | 0   | 0   | 0   | 0   |
| Meiners Oaks                                     | 0   | 0   | 0   | 0   |
| Miramonte  | 0   | 0   | 0   | 0   |
| Ojai   | 1   | 4   | 2   | 1   |
| Oak View   | 1   | 0   | 1   | 1   |
| Oxnard   | 35  | 35  | 34  | 26  |
| Saticoy  | 0   | 0   | 0   | 0   |
| Port Hueneme                                     | 6   | 9   | 5   | 3   |
| Ventura  | 28  | 22  | 17  | 16  |
| Applications Received-Valley Express Area Cities |     |     |     |     |
| Fillmore   | 4   | 0   | 0   | 0   |
| Piru   | 0   | 0   | 0   | 0   |
| Santa Paula                                      | 5   | 2   | 6   | 6   |

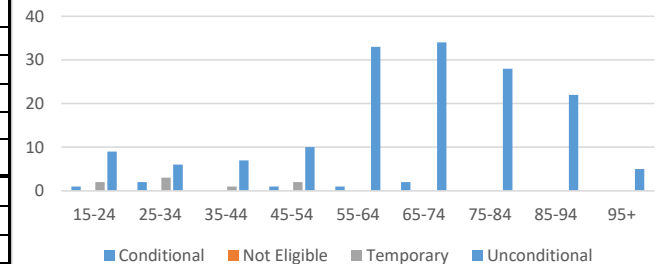
| Apr-22  |   |     |     |       |     |       |      |
|---|---|-----|-----|-------|-----|-------|------|
|   |   | Apr | Mar | Feb   | Jan | Dec   | Nov  |
| Call Center   | Inbound ADA Calls                             | 448 | 481 | 405   | 386 | 369   | 351  |
|   | Outbound ADA calls                            | 374 | 401 | 338   | 322 | 201   | 191  |
|   | Average hold time (in seconds)                | TBD | TBD | TBD   | TBD | TBD   | 6.31 |
|   | Outbound Area Transmittals                    | 4   | 2   | 2     | 7   | 5     | 4    |
|   | Inbound Area Transmittals                     | 10  | 8   | 6     | 2   | 8     | 14   |
| As of 3/17/2020, MMP closed their Camarillo office and began working remotely due to COVID-19 restrictions. |   |     |     |       |     |       |      |
| Riders requesting service outside of Ventura County   |   |     |     |       |     |       |      |
| Riders requesting service into Ventura County   |   |     |     |       |     |       |      |
| Applications Received   | Recertification                               | 118 | 113 | 113   | 120 | 86    | 85   |
|   | New Applications                              | 49  | 65  | 37    | 23  | 49    | 47   |
| Total applications received: 167  |   |     |     |       |     |       |      |
| Online Applications Received: 0 (0%)  |   |     |     |       |     |       |      |
| Applications Received by Service Area   | Camarillo Area                                | 18  | 7   | 11    | 14  | 11    | 10   |
|   | Gold Coast Area                               | 66  | 71  | 70    | 59  | 47    | 57   |
|   | Valley Express Area                           | 8   | 9   | 2     | 6   | 6     | 12   |
|   | Moorpark Area                                 | 3   | 11  | 1     | 4   | 2     | 4    |
|   | Simi Valley Area                              | 47  | 54  | 25    | 38  | 37    | 29   |
|   | Thousand Oaks                                 | 25  | 25  | 40    | 22  | 30    | 19   |
|   | Out of County                                 | 0   | 1   | 1     | 0   | 2     | 1    |
| Completed Determinations by Evaluation Type   | Complete, with Functional Evaluation          | 0   | 0   | 0     | 0   | 0     | 0    |
|   | Complete, Interview w/o Functional Evaluation | 0   | 0   | 0     | 0   | 0     | 0    |
|   | Complete, Special Circumstance (no Interview) | 32  | 33  | 28    | 13  | 33    | 20   |
|   | Complete, Over 85+                            | 6   | 12  | 6     | 2   | 3     | 6    |
|   | Complete, Phone Interview                     | 22  | 10  | 12    | 9   | 16    | 16   |
|   | Complete, Short-term Certification (60 days)  | 0   | 0   | 0     | 0   | 0     | 1    |
|   | Complete, Recertifications                    | 111 | 108 | 103   | 107 | 85    | 76   |
| Completed Determinations  |   | 171 | 163 | 149   | 131 | 137   | 119  |
| Delays in Processing (Cumulative)   | Due to incomplete application by client       | 9   | 11  | 8     | 3   | 2     | 4    |
|   | Pending Professional Evaluation (PE)          | 7   | 6   | 14    | 14  | 16    | 13   |
|   | Applications that failed to meet 21 day rule  | 0   | 0   | 0     | 0   | 0     | 0    |
|   | Applicants awaiting phone interviews          | 1   | 2   | 1     | 1   | 0     | 0    |
| Assessments   | Assessment Catagories                         |     |     | Total | CAM | VCTC  | SIMI |
|   | With Physical Assessment                      |     |     | 0     | 0   | 0     | 0    |
|   | With Cognitive Assessment                     |     |     | 0     | 0   | 0     | 0    |
|   | Interview only (at assessment sites)          |     |     | 0     | 0   | 0     | 0    |
|   | No Shows for Phone Interview                  |     |     | 1     | 0   | 0     | 0    |
|   | Total Number of appointment days              |     |     | 0     | 0   | 0     | 0    |
|   | Total Number of appointment days              |     |     | 0     | 0   | 0     | 0    |
| Determinations by Eligibility   |   |     |     |       |     | Total | %    |
| Unconditional (including S.C., Over 85+ , Phone interviews,short-term)                                      |   |     |     |       |     | 154   | 90%  |
| Conditional   |   |     |     |       |     | 7     | 4%   |
| Temporary   |   |     |     |       |     | 10    | 6%   |
| Denials   |   |     |     |       |     | 0     | 0%   |
| Short Term  |   |     |     |       |     | 0     | 0%   |

Applications by Language

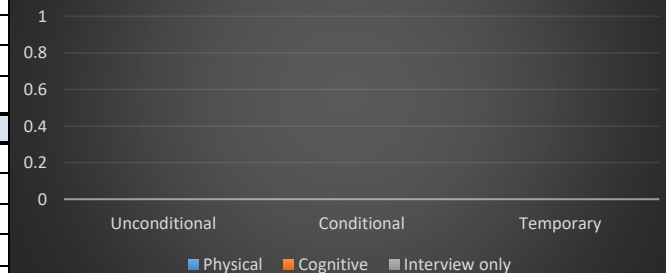


■ ENGLISH  
■ SPANISH

Evaluations by Age and Determination Type



In-person Interviews by Eligibility and Assessment Type





| Apr-22   |     |     |     |     |
|--|-----|-----|-----|-----|
| Applications Received - GCT Area Cities          | Apr | Mar | Feb | Jan |
| Casitas Springs                                  | 0   | 0   | 0   | 0   |
| Meiners Oaks                                     | 0   | 0   | 0   | 0   |
| Miramonte  | 0   | 0   | 0   | 0   |
| Ojai   | 0   | 1   | 4   | 2   |
| Oak View   | 1   | 1   | 0   | 1   |
| Oxnard   | 39  | 35  | 35  | 34  |
| Saticoy  | 0   | 0   | 0   | 0   |
| Port Hueneme                                     | 4   | 6   | 9   | 5   |
| Ventura  | 22  | 28  | 22  | 17  |
| Applications Received-Valley Express Area Cities |     |     |     |     |
| Fillmore   | 2   | 4   | 0   | 0   |
| Piru   | 0   | 0   | 0   | 0   |
| Santa Paula                                      | 6   | 5   | 2   | 6   |



Item 7

**DATE:** MAY 11, 2022

**MEMO TO:** TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

**FROM:** PRISCILLA FREDUAH-AGYEMANG, SCAG

**SUBJECT:** REGIONAL DEDICATED TRANSIT LANES STUDY

**RECOMMENDATION:**

- Receive and file.

**EXECUTIVE SUMMARY:**

The Regional Dedicated Transit Lanes Study will identify best practices and key benefits of dedicated transit lanes and priority treatments, and the primary factors for successful implementation; assess where these lanes may be most feasible and beneficial in the SCAG region; and provide guidance for local agencies interested in piloting dedicated transit lanes. As transit is one of the core visions of Connect SoCal, this study will advance the implementation of its goals of improving mobility, sustainability and air quality.

**BACKGROUND**

Transit expansion is one of the core visions of Connect SoCal, SCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), contributing to the region's mobility, sustainability, and air quality goals. The Study is one of SCAG's efforts to advance implementation of Connect SoCal and support transit recovery as the region continues to confront the COVID-19 pandemic.

Transit agencies in the SCAG region and nationwide have been grappling with ridership decline. In 2018, the University of California, Los Angeles (UCLA) completed a SCAG-funded study on transit ridership declines, titled, *Falling Transit Ridership in California and Southern California*, and identified two main recommendations. First, UCLA found that based on current trends, public transit's core ridership could dramatically shrink in the future, and recommended transit agencies to encourage discretionary riders to occasionally take transit instead of driving. Second, the UCLA authors identified increasing car ownership as the leading factor in declining ridership but acknowledged this was outside transit agencies' control. However, the authors recommended that transit agencies increase the quality of service to make transit more appealing to discretionary riders.

As the region's transit agencies look forward to recovery and post-pandemic times, there exists an opportunity to implement changes to redefine transit quality, delivery, and the need for more frequent service.

## DISCUSSION:

Restoring confidence in transit among previous riders and attracting new riders is largely dependent on how these transit challenges are resolved, particularly in relation to the delivery of transit services and improved frequency to meet the returning riders' demands as the economy reopens. On-time performance is a key factor for all riders and underscores their perception of transit. Dedicated transit lanes and priority treatments are part of the tools/strategies to help address transit speed and reliability on congested corridors.

Table 1: Summary of Study Tasks and Deliverables

| Task  | Key Deliverables                                    | Expected Date (s)                             |
|---|---|---|
| Stakeholder Engagement                      | - Stakeholder Engagement Plan                       | Aug. 2021 – Sept. 2021                        |
| Best Practices & Existing Conditions Report | - Best practices<br>- Review of existing conditions | Nov. 2021 – May 2022<br>Jan. 2021 – June 2021 |
| Corridor Identification                     | - Corridor Identification<br>- Corridor Evaluation  | Apr. 2022 – Aug. 2022<br>May 2022 – Sep. 2022 |
| Final Report                                |   | Sept. 2022                                    |

### Stakeholder Engagement

The project team conducted the transportation agency stakeholder kickoff meeting in October 2021 and convened county group meetings including representatives from various councils of governments (COGs), transit agencies, and planning and public works staff. SCAG staff engaged with the SCAG Regional Transit Technical Advisory Committee (RTTAC) and shared the preliminary best practices findings. SCAG staff also provided an overview to the Riverside County Transportation Commission (RCTC) Technical Advisory Committee, Metro Bus Operators Sub-Committee (BOS), San Gabriel Valley Council of Governments Transportation Committee, and Ventura County Transportation Commission (VCTC) Transportation Technical Advisory Committee and have several future meetings planned to share updates and key findings with various stakeholders and committees.

### Study Technical Advisory Committee (TAC)

The TAC for the Study is made up of transportation planning directors and staff from the county transportation commissions (CTCs), COGs, transit operators, and community-based organizations (CBOs), and has provided technical input on study methodology, technical analysis, and findings.

The project team has conducted three meetings with the TAC to date. At the TAC kickoff meeting, the project team shared key highlights from the transportation agency kickoff and county group meetings and provided updates on the preliminary findings from the best practices and case studies review. During the second TAC meeting, the project team focused on the preliminary existing conditions findings and future forecasts, discussed screening goals, criteria and methodology, and the preliminary screening universe, and received invaluable feedback. The TAC discussed the screening results and the recommended screened corridors for additional feedback.

### Preliminary Findings

Staff has been analyzing best practices and existing conditions and will share a summary of key findings during the presentation. Staff will also share updates on the selected screened corridors for feedback. The corridor screening is meant to assess where dedicated lanes and other transit priority treatments might be most feasible and beneficial in the SCAG region. The screening is an initial step of the overall corridor identification and evaluation process.

### Next Steps

The corridor screening and evaluation will occur from now through September. SCAG and the project team will continue to coordinate with key stakeholders, including the respective representatives from Ventura County.



Item 8

May 11, 2022

**MEMO TO:     TRANSIT OPERATORS COMMITTEE**  
**FROM:         PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT:      INFRASTRUCTURE INVESTMENT & JOBS ACT (IIJA) ANALYSIS**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

On November 15<sup>th</sup>, 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. VCTC staff brought a preliminary analysis of the law to TRANSCOM at the December meeting. At that meeting staff described the across-the board 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.

This item provides a more detailed analysis and issues for discussion regarding funding strategy.

**DISCUSSION:**

The attached table provides a projection by each Ventura County transit operator for formula funding generated under IIJA over its five-year period. For comparison, the table also shows the actual transit operator shares from last year. It is important to note that last year's shares were unusually high due to the CARES Act, which among other things was used to fund one year of countywide planning so that it did not come "off the top" of the operator shares. Even though Fiscal Year (FY) 2020/21 was unusually high, the annual authorized amounts under IIJA are substantially higher. For FY 2021/22, the first year of IIJA, the programmed amounts are substantially less than actual since the Program of Projects was adopted prior to IIJA. Thus, there will be a large carryover balance for FY 2021/22, which can be programmed in FY 2022/23 in addition to the 2022/23 estimated apportionments.

The table assumes that there is no change to formula factors, which were based on 2018/19, including population, transit revenue miles, and in particular no change to the Urbanized Area

boundaries defined by the Census Bureau. In actuality, the revised Urbanized Areas will be announced by the Census Bureau this summer.

Also, for CMAQ, the table assumes the continuation of the existing policy that there will be individual county apportionments, and that VCTC will continue its policy to provide half of the CMAQ funds for transit. As has been discussed by TRANSCOM, the federal government has questioned whether current practice violates federal rules that only the Metropolitan Planning Organization can select CMAQ projects. These discussions are ongoing.

A particular issue for transit operators is the availability of discretionary capital dollars for purchase of rolling stock, ZEV conversation, and related infrastructure. The following are new or continuing competitive federal programs that could be used for these purposes:

- Low or No Emission Bus Grants
- Carbon Reduction Program (to be apportioned to states)

Needless to say, the significant increase in transit formula funds provides a major opportunity for transit investment, especially given that the 5307 Formula program includes flexibility to use funds for either operations or capital. Especially noteworthy is the increase in funds generated by the Metrolink service within Ventura County, although as a rail operator Metrolink cannot use the funds for operations, but only for capital including preventive maintenance.

Although the transit formula funds have increased significantly, the CMAQ has not. On the transit side in recent years these funds have been used for bus replacements as a priority, and TRANSCOM recently programming \$10,694,451 for bus replacements and related infrastructure, along with \$636,000 for Countywide Transit Outreach, leaving only \$12,538,027 of CMAQ funds remaining for transit over the five years. The following are two issues related to capital needs that TRANSCOM may wish to discuss:

- Is there a way to use the remaining CMAQ to help Ventura County better compete for competitive grants? For example, the upcoming CMAQ call for projects could be modified to include a criterion for an applicant's proposed strategy to use the funds to help leverage state or federal competitive funds.
- In view of the large federal funding increase for Metrolink rehabilitation, should VCTC continue the current practice of using the county's entire SB 1 State of Good Repair apportionment, equal to about \$1.28 million per year, for Metrolink rehabilitation work? The draft FY 2022/23 VCTC budget continues to use the funds for Metrolink rehabilitation, and to a certain extent the funds are needed to provide non-federal match to federal grants, but perhaps some of the funds can instead be included in the upcoming CMAQ call for projects as part of the available funding for bus replacement. Such a strategy would provide some flexibility for transit operators to apply for bus replacement costs that are ineligible for CMAQ.

## IIJA Transit Operator Funding Estimates

|  | 20/21 Actual  | 21/22 Actual  | 22/23 Estimated | 23/24 Estimated | 24/25 Estimated | 24/25 Estimated |
|--|---------------|---------------|-----------------|-----------------|-----------------|-----------------|
| <b>Gold Coast Transit</b>                              |               |               |                 |                 |                 |                 |
| 5307   | \$ 5,135,189  | \$ 5,888,828  | \$ 6,012,493    | \$ 6,168,818    | \$ 6,298,363    | \$ 6,455,822    |
| 5339   | \$ 503,242    | \$ 609,806    | \$ 622,612      | \$ 638,800      | \$ 652,215      | \$ 668,520      |
| TOTAL  | \$ 5,638,431  | \$ 6,498,634  | \$ 6,635,105    | \$ 6,807,618    | \$ 6,950,578    | \$ 7,124,342    |
| <b>VCTC Intercity</b>                                  |               |               |                 |                 |                 |                 |
| 5307   | \$ 1,920,493  | \$ 2,223,572  | \$ 2,270,267    | \$ 2,329,294    | \$ 2,378,209    | \$ 2,437,664    |
| 5339   | \$ 231,760    | \$ 277,880    | \$ 283,715      | \$ 291,092      | \$ 297,205      | \$ 304,635      |
| TOTAL  | \$ 2,152,253  | \$ 2,501,452  | \$ 2,553,982    | \$ 2,620,386    | \$ 2,675,414    | \$ 2,742,299    |
| <b>Valley Express</b>                                  |               |               |                 |                 |                 |                 |
| 5307   | \$ 656,663    | \$ 848,725    | \$ 866,548      | \$ 889,078      | \$ 907,749      | \$ 930,443      |
| <b>Simi Valley</b>                                     |               |               |                 |                 |                 |                 |
| 5307   | \$ 2,767,116  | \$ 3,321,924  | \$ 3,391,684    | \$ 3,479,868    | \$ 3,552,945    | \$ 3,641,769    |
| 5339   | \$ 267,738    | \$ 256,697    | \$ 262,088      | \$ 268,902      | \$ 274,549      | \$ 281,413      |
| TOTAL  | \$ 3,034,854  | \$ 3,578,621  | \$ 3,653,772    | \$ 3,748,770    | \$ 3,827,494    | \$ 3,923,182    |
| <b>Thousand Oaks / Moorpark</b>                        |               |               |                 |                 |                 |                 |
| 5307   | \$ 1,778,680  | \$ 1,834,842  | \$ 1,873,374    | \$ 1,922,081    | \$ 1,962,445    | \$ 2,011,506    |
| 5339   | \$ 127,924    | \$ 150,128    | \$ 153,281      | \$ 157,266      | \$ 160,569      | \$ 164,583      |
| TOTAL  | \$ 1,906,604  | \$ 1,984,970  | \$ 2,026,654    | \$ 2,079,347    | \$ 2,123,014    | \$ 2,176,089    |
| <b>Camarillo</b>                                       |               |               |                 |                 |                 |                 |
| 5307   | \$ 1,406,773  | \$ 1,594,483  | \$ 1,627,967    | \$ 1,670,294    | \$ 1,705,370    | \$ 1,748,005    |
| 5339   | \$ 134,894    | \$ 129,331    | \$ 132,047      | \$ 135,480      | \$ 138,325      | \$ 141,783      |
| TOTAL  | \$ 1,541,667  | \$ 1,723,814  | \$ 1,760,014    | \$ 1,805,774    | \$ 1,843,696    | \$ 1,889,788    |
| <b>Metrolink</b>                                       |               |               |                 |                 |                 |                 |
| 5307   | \$ 2,636,610  | \$ 3,493,718  | \$ 3,567,086    | \$ 3,659,830    | \$ 3,736,687    | \$ 3,830,104    |
| 5337   | \$ 8,443,875  | \$ 12,972,272 | \$ 13,179,828   | \$ 13,456,605   | \$ 13,671,910   | \$ 13,945,349   |
| TOTAL  | \$ 11,080,485 | \$ 16,465,990 | \$ 16,746,914   | \$ 17,116,435   | \$ 17,408,597   | \$ 17,775,453   |
| <b>Ojai</b>  |               |               |                 |                 |                 |                 |
| 5311   | \$ 443,437    | \$ 576,468    | \$ 587,997      | \$ 603,285      | \$ 615,954      | \$ 631,353      |
| <b>CMAQ - Ventura County<br/>50% share for transit</b> |               |               |                 |                 |                 |                 |
|  | \$ 4,249,641  | \$ 4,671,472  | \$ 4,764,901    | \$ 4,860,199    | \$ 4,957,403    | \$ 5,056,552    |



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Item 9

**DATE:** May 11, 2022

**MEMO TO:** TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

**FROM:** HEATHER MILLER, PROGRAM MANAGER

**SUBJECT:** GUIDELINES AND SCHEDULE FOR THE 2022 COMBINED CALL-FOR-PROJECTS FOR FTA SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS

**RECOMMENDATION:**

- Approve the Guidelines and Schedule for the 2022 Combined Call-for-Projects for FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds and Section 5307 Jobs Access/Reverse Commute (JARC) funds, and
- Appoint a TRANSCOM Subcommittee to Evaluate the Project Applications.

**BACKGROUND:**

The Federal Transit Administration's (FTA) Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities by providing funds that support the special needs of seniors beyond traditional public transportation services and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA). The goal of the FTA Section 5307 JARC program is to improve access to employment for eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Both the FTA Section 5310 funds and 5307 JARC funds are the primary funding source to support projects and strategies identified in the Ventura County Transportation Commission's (VCTC) Coordinated Public Transit-Human Services Transportation Plan. The current Coordinated Plan was last updated in 2017. A revision of the Coordinated Plan is currently underway and expected to be finalized and brought to the VCTC Board for approval in July, 2022.

**DISCUSSION:**

**Funding Availability Estimates**

VCTC serves as the Designated Recipient for Section 5310 and 5307 JARC funds which are apportioned directly to large urbanized areas (UZAs) with populations of 200,000 or more. Two such UZAs exist in Ventura County: Oxnard/Ventura and Thousand Oaks/Moorpark. Section



5310 funds are apportioned based on number of disabled persons per the Census, while 5310 JARC funds are apportioned based on low-income persons per the Census. Apportionment funds are then allocated by VCTC for these programs on a competitive basis through a Call-for-Projects. Important to note is that for projects in small urban areas of the County with populations more than 50,000 but less than 200,000, such as Camarillo and Simi Valley, and rural areas with populations less than 50,000, such as Santa Paula and Fillmore, Section 5310 funds are available through a separate Caltrans statewide application process.

The following table provides the breakdown of Section 5310 and 5307 JARC funds available for the two large urbanized areas in Ventura County. The 2022 Call-for-Projects is funded with Fiscal Year 2022/23 and Fiscal Year 2023/24 funds. Section 5310 funds are divided into Traditional (55% of overall funds) and Expanded (45%) categories of projects. The program Guidelines (Attachment "A") provide examples of eligible projects for each category of funding. A carryover balance of \$317,441 has been included in the 5310 Traditional Funds total for Oxnard/Ventura. Additionally, Section 5310 allows 10% of the apportionment to be used for administration and this amount has been subtracted from the Section 5310 amounts shown below for VCTC administration. Notably, the Infrastructure, Investment and Jobs Act (IIJA) increased amounts of funding for these programs compared to previous years.

| Available Funding for Section 5310 and JARC Call for Projects |                      |                   |               |
|---|----------------------|-------------------|---------------|
| Urbanized Area (UZA)  | FTA 5310 Traditional | FTA 5310 Expanded | FTA 5307 JARC |
| Oxnard/Ventura  | \$ 891,882           | \$ 422,890        | \$ 703,400    |
| Thousand Oaks/Moorpark  | \$ 386,227           | \$ 284,403        | \$ 175,139    |
| TOTAL   | \$ 1,278,109         | \$ 707,293        | \$ 878,539    |

### Schedule

The following schedule lists the milestones for the application and selection process. The Call-for-Projects announcement is expected on the same day that the Commission approves the Guidelines, anticipated on June 3, 2022 with applications due by July 22, 2022.

| Section 5310 and JARC Call for Projects Schedule |                                   |
|--|-----------------------------------|
| June 3, 2022                                     | Call for Projects Announced       |
| July 22, 2022                                    | Project Applications Deadline     |
| September 14, 2022                               | Review/Recommendation by TRANSCOM |
| October 7, 2022                                  | VCTC Approval                     |
| February 15, 2023                                | FTA Grant Approval                |

### Guidelines for the 2022 Call-for-Projects

The proposed guidelines and project selection criteria for the 2022 Call-for-Projects are attached (Attachment "A"). The screening and selection criteria are based on the criteria used by Caltrans and the Ventura County Coordinated Public Transit-Human Services Transportation Plan and only differ from the last Call-for-Projects with respect to the prioritization points awarded for agencies providing a federal funding match. Project submittals do not require a match; however, project applications are awarded five (5) points in the project list prioritization process if a full match is provided. A full federal match is equal to at least 50% of the cost for operations projects and 20% of the cost for capital projects or mobility management. Partial funding matches will no longer receive points. Private, nonprofit organizations would continue to automatically receive the five (5) points irrespective of funding matches.

**Project Selection Process and Evaluation Subcommittee**

If approved at the June Commission meeting, the Call-for-Projects will be announced on June 3, 2022 with applications due to VCTC by July 22, 2022. Staff will screen all applications to make sure projects are: 1) eligible for funds, 2) consistent with the recommendations of the Ventura County Coordinated Public Transit-Human Services Transportation Plan, and 3) to ensure the recipient has the capability to deliver the project. Once projects are determined to be eligible for funding they will be scored, ranked, and prioritized for funding in accordance with the scoring criteria adopted in the Guidelines. Staff recommends TRANSCOM appoint two members to assist VCTC staff in scoring and ranking the projects for funding.

Attachment "A" provide additional details on program guidelines, project eligibility and scoring matrix.

**VCTC 2022 CALL-FOR-PROJECTS GUIDELINES**  
**Section 5310 Seniors and Individuals with Disabilities Funds**  
**Section 5307 Jobs Access/Reverse Commute (JARC) Funds**

**Program Purpose**

The Federal Transit Administration's (FTA) Section 5310 Grant program is intended to enhance mobility for seniors and persons with disabilities by providing funds that support the special needs of seniors beyond traditional public transportation services and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA).

The goal of the JARC program is to improve access to employment and employment related activities for eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**This Call for Projects**

This is the primary funding source to support projects and strategies identified in Ventura County Coordinated Public Transit-Human Services Transportation Plan, which can be found at: [https://www.goventura.org/wp-content/uploads/2018/03/VCTC-Coord-Plan-Final\\_032917\\_0.pdf](https://www.goventura.org/wp-content/uploads/2018/03/VCTC-Coord-Plan-Final_032917_0.pdf)

The FTA Section 5310 program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

The FTA 5307 JARC funds provide financial assistance for transportation service planned, designed, and carried out to meet the transportation needs of eligible low-income individuals.

**INITIAL SCREENING CRITERIA**

The screening criteria are divided into three categories. Proposed projects must meet ALL of these screening criteria in order to move to the next phase of the process.

- 1. Project Eligibility:** The proposed project and applicant must be eligible to receive either Section 5310 funds or JARC funds.

**2. Planning Consistency:** The project must fall within the recommendations of Ventura County's Coordinated Public Transit-Human Services Transportation Plan.

**3. Financial Feasibility:**

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available. This year, project will be required to either meet the full match requirement or no match (TDCs will be utilized for match in the event an agency does not provide the full match).
- C. Projects must be implemented within Federal delivery requirements.

**Eligible Recipients**

States and designated recipients are direct recipients; eligible sub-recipients include private nonprofit organizations, states or local government authorities, or (for Expanded projects only) operators of public transportation. Public agency sub-recipients for Traditional 5310 (except for Area Agency on Aging) must certify that they do not know of any nonprofit organizations that are readily available in their area to provide the proposed service.

**Eligible Activities**

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs which can include travel training and volunteer driver programs
- acquisition of transportation services under a contract, lease, or other arrangement

Expanded Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

*FTA's Section 5310 program allows grantees to coordinate and assist in regularly providing meal delivery service for homebound individuals if the delivery service does not conflict with providing public transportation service or reduce service to public transportation passengers.*

JARC project examples include:

- projects designed to transport low-income persons or welfare recipients to jobs and employment-related activities.
- projects designed to transport workers to suburban employment opportunities.

*Note: At least 55% of the area's 5310 funds must be used on capital projects as described in the Traditional category of Section 5310 projects above.*

### **Match Requirements**

A local match is not required; however, five (5) points will be awarded to projects which provide federal match equal to at least 50% of the cost for operations projects and 20% of the cost for capital projects and mobility management. No points will be awarded for partial matches of federal funds. Private, nonprofit organizations will automatically be awarded the five (5) points.

### **Inclusion in Plan**

Project must fall within the recommendations of the Ventura County Public Transit and Human Service Transportation Coordination Plan: [https://www.goventura.org/wp-content/uploads/2018/03/VCTC-Coord-Plan-Final\\_032917\\_0.pdf](https://www.goventura.org/wp-content/uploads/2018/03/VCTC-Coord-Plan-Final_032917_0.pdf)

### **Federal Grant Requirements**

The recipient agency must be able to meet the Federal Transit Administration's conditions for use of its funds. These conditions include but are not limited to: annual outside audit; triennial FTA audit; five-year grant records retention development of a written maintenance plan for FTA-funded vehicles, facilities, and equipment; competitive procurement; buy America; ADA; and civil rights. (Drug and alcohol testing is not a requirement for these programs.) Agencies receiving funds will need to have in place a signed agreement committing to meeting FTA requirements.

### **Prioritization Criteria**

VCTC will use the following criteria to prioritize projects. Note: for projects receiving Large Urbanized Area funds, the projects selected by VCTC will be funded. For small urban and rural projects receiving funds in the State's share, sponsors of projects prioritized by VCTC, upon receiving notification from VCTC, will need to prepare a Caltrans application which VCTC will forward to Caltrans for the final selection.

1. **Goals and Objectives (20 points):** Degree to which project supports new, enhancement, or expansion of service or system capacity for the targeted populations. The application should clearly state the program goals and objectives and describe how the project addresses the needs and service gaps identified in the Coordinated Plan.
2. **Project Implementation Plan (30 points):** Degree to which the project implementation has been well designed. Proposals must state who will be responsible for the implementation, and implementation steps and timeline.

Sponsors should describe how the project will improve service delivery, coordination and cost-effectiveness.

3. **Program Performance Indicators (20 points):** Project sponsors should explain how the project will be monitored and evaluated. The application should identify clear, quantitative performance measures including a cost/benefit calculation to track the effectiveness of the service in meeting the identified goals.
4. **Communication and Outreach (20 points):** Degree to which applicants coordinate with other community transportation and/or social service resources. Application should describe efforts to keep stakeholders involved in and informed of project activities. There should be demonstrated public support for the project (including letters of support), as well as a plan to promote awareness of the project to the target population.
5. **Emergency Planning and Preparedness (5 points):** Applicant should describe emergency planning and any participation in emergency drills.
6. **Matching Funds (5 points):** A maximum of 5 points will be awarded to projects providing the full funding match of 50% for operations and 20% for capital and mobility management. Private, nonprofit organizations will automatically be awarded five (5) points for match under these scoring criteria.
7. **Bonus Points for Non-Transit Operator Applicants:** Eligible projects submitted by private non-transit operators will receive an additional five (5) points in the scoring criteria. For the purposes of this criterion “transit operators” are defined as agencies that receive from VCTC, as a matter of course, a share of 5307 funds for on-going transit services.

## SCHEDULE

The following schedule lists the milestones for the application and selection process:

| Section 5310 and JARC Call for Projects Schedule |                                   |
|--|-----------------------------------|
| June 3, 2022                                     | Call for Projects Announced       |
| July 22, 2022                                    | Project Applications Deadline     |
| September 14, 2022                               | Review/Recommendation by TRANSCOM |
| October 7, 2022                                  | VCTC Approval                     |
| February 15, 2023                                | FTA Grant Approval                |



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Item 10

May 11, 2022

**MEMO TO:** TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)  
TRANSIT OPERATORS COMMITTEE (TRANSCOM)

**FROM:** PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT:** STATUS OF FEDERAL CONGESTION MITIGATION AND AIR QUALITY  
(CMAQ) AND SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

Under federal law, CMAQ and STP funds apportioned to California lapse if they are not used within three years. AB 1012, which became law in October 1999, applies the three-year lapsing rule to CMAQ and STP funds in each county. It is important for VCTC to have an accurate schedule of CMAQ and STP (Attachments 1 and 2, respectively) projects to ensure that our region does not lose funds. VCTC also uses this project schedule to ensure that the Federal Transportation Improvement Program (FTIP) includes all of the projects which are ready-to-go, and to manage the county's Obligation Authority (OA).

Attached is the current status of obligation projects during the current Federal Fiscal Year (FFY) as well as anticipated for future years. Staff contacted some of the agencies requesting review of these tables, and the information has been updated based on the feedback provided. The Committees are requested to continue to provide staff with any updates as changes occur.



**CMAQ PROJECTS FY 2021/22**

Balance as of March 31, 2022

\$ 20,694,226

| Project Title  | Agency             | TIP ID    | Planned Obligation<br>(E-76 date) | Amount      | Current Project Status  | FTIP Status  |
|--|--------------------|-----------|-----------------------------------|-------------|---|--|
| Fox Canyon Barranca Bike Bridge                          | Ojai               | VEN130601 | Jun-22                            | \$62,975    |   | CON Programmed in 20/21 in 2021 FTIP.  |
| Pleasant Valley Rd Bike Lanes                            | Camarillo          | VEN160103 | Jun-22                            | \$3,749,033 | PE Underway<br>PES form has been signed. Working on<br>PES studies.                                   | ROW Programmed in 21/22<br>CON Programmed in 21/22<br>*SCAG has approved the administrative<br>amendment to add the newly-approved<br>funds. |
| Nine CNG Replacement Buses                               | Gold Coast Transit | VEN211201 | Jul-22                            | \$5,678,000 |   | Programmed in 2021 FTIP  |
| Bike facilities for NECSP                                | Oxnard             | VEN130101 | Jul-22                            | \$866,708   | 95% PS&E complete. NEPA revalidated.<br>R/W Cert and RFA for Construction<br>planned for spring 2022. | CON Programmed in 20/21 in 2021 FTIP.  |
| Oxnard Blvd Bike/Ped Facility                            | Oxnard             | VEN150907 | Jul-22                            | \$1,762,074 | 96% PS&E complete, R/W Cert and RFA<br>for Construction planned for summer<br>2022.                   | CON Programmed in 20/21 in 2021 FTIP.  |
| Replace Two Buses Cost Increase for EV<br>Instead of CNG | Thousand Oaks      | VEN170702 | Aug-22                            | \$600,000   |   | Programmed in 2021 FTIP  |
| Electric bus charging infrastructure                     | Thousand Oaks      | VEN191103 | Aug-22                            | \$1,750,000 |   | Programmed in 2021 FTIP  |
| One Replacement Electric Bus                             | Ojai               | VEN220201 | Aug-22                            | \$427,007   |   | Programmed in 2021 FTIP  |
| Two Electric Replacement Buses                           | Moorpark           | VEN220204 | Aug-22                            | \$1,327,950 |   | Programmed in 2021 FTIP  |
| Two CNG Replacement Buses                                | Simi Valley        | VEN220203 | Aug-22                            | \$911,494   |   | Programmed in 2021 FTIP  |

**Total obligations in FY 21/22**      **\$17,135,241**  
**Remaining balance**      **\$3,558,985**  
**Potential Lapse (AB1012)**      **\$0**

|              |                     |                        |
|--------------|---------------------|------------------------|
| FY 2019/20   | \$0                 | Lapses October 1, 2022 |
| FY 2020/21   | \$11,351,342        | Lapses October 1, 2023 |
| FY 2021/22   | \$9,342,884         | Lapses October 1, 2024 |
| <b>TOTAL</b> | <b>\$20,694,226</b> |                        |

**FY 22/23 and Beyond**

|   |                             |           |        |             |  |  |
|---|-----------------------------|-----------|--------|-------------|--|--|
| Ojai Ave / Maricopa Ped Impr ( <i>Pedestrian and Bike Safety Improvements</i> ) | Ojai                        | VEN170113 | Oct-22 | \$150,000   | Project Combined with ATP Project under new FTIP Number VEN170113. | CON Programmed in 20/21 Engineering (\$100,000) - Obligated. Construction (\$150,000) Obligation planned in FY 21/22 (old FTIP number: VEN150620). |
| Ojai Ave / Maricopa Ped Impr ( <i>Pedestrian and Bike Safety Improvements</i> ) | Ojai                        | VEN170113 | Oct-22 | \$1,219,682 | Project Combined with ATP Project under new FTIP Number VEN170113. | CON Programmed in 20/21 in 2021 FTIP Engineering (\$100,000) - Obligated. Construction (\$150,000)(old FTIP number: VEN150620)                     |
| Ventura Avenue Bike Lanes & Other Improvements CON                              | Ventura County Public Works | VEN210603 | 22/23  | \$672,000   | PE Obligated by 12-30-21; Environmental Clearance: 8-30-22 CON     | Programmed in 2021 FTIP  |
| Port Vehicle Electrification  | Port of Hueneme             | VEN220202 | UKN    | \$443,000   | Con Obligated by 01-15-23  | Programmed in 2021 FTIP  |

# STP Project Obligation Statuses

## STP PROJECTS FY 2021/22

Balance as of March 31, 2022

**\$28,883,083**

| Project Title             | Agency       | Planned<br>Obligation<br>(E-76 date) | TIP ID       | Amount    | Current Project Status | FTIP Status   |
|---------------------------|--------------|--------------------------------------|--------------|-----------|------------------------|---|
| Route 101 PAED Admin Cost | VCTC         | Jun-22                               | 07-VEN131201 | \$328,000 |                        | In current FTIP   |
| Pavement Rehabilitation   | Port Hueneme | Jun-22                               | 07-VEN54032  | \$200,000 |                        | FTIP Amendment required to shift funds from HIP back to STP |

**Total to be obligated by 10/1/2022**

**\$528,000**

**Balance**

**\$28,355,083**

**Potential Lapse (AB1012)**

**\$0**

**FY 2019/20 Apportionment Funds**

\$0 Lapses October 1, 2022

**FY 2020/21 Apportionment Funds**

\$10,554,512 Lapses October 1, 2023

**FY 2021/22 Apportionment Funds**

\$18,328,571 Lapses October 1, 2024

**TOTAL**

**\$28,883,083**

## FY 2021/22 and beyond

|                                    |          |  |              |             |  |   |
|------------------------------------|----------|--|--------------|-------------|--|---|
| Route 118 - Moorpark to e/o Spring | Moorpark |  | 07-VEN34089  | \$796,770   | Design and ROW acquisition in progress   | CON - Currently Programmed in FY 19/20 in the 2019 FTIP |
| Route 23 Widening High/Third       | Moorpark |  | 07-VEN051213 | \$1,500,000 | Prelim. Design and ROW needs in progress. PSR must be updated. Work will involve Caltrans and Metrolink yard/switch. | Currently Programmed in FY 19/20 in the 2019 FTIP       |

\* NOTE: Balance had previously included HIP because VCTC was programming HIP as part of STP. Now that VCTC is programming HIP separately, it is no longer included in this table.