



**VENTURA COUNTY TRANSPORTATION COMMISSION  
LOCAL TRANSPORTATION AUTHORITY  
AIRPORT LAND USE COMMISSION  
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES  
CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
CONGESTION MANAGEMENT AGENCY**  
[www.goventura.org](http://www.goventura.org)

## **AGENDA\***

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

**IN-PERSON  
CAMARILLO CITY HALL  
COUNCIL CHAMBERS  
601 CARMEN DRIVE  
CAMARILLO, CA  
FRIDAY, FEBRUARY 3, 2023  
9:00 A.M.**

*\*The public will have the opportunity to address the legislative body directly at the main meeting location.*

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Commission at (805) 642-1591 ext. 101 or via email at [ribarra@goventura.org](mailto:ribarra@goventura.org). Notification of at least 48 hours prior to meeting time will assist staff in assuring those reasonable arrangements can be made to provide accessibility to the meeting.*

**1. CALL TO ORDER**

**2. PLEDGE OF ALLEGIANCE**

**3. ROLL CALL**

**4. PUBLIC COMMENTS** – *Each individual speaker is limited to speaking to three (3) continuous minutes. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Commission. This policy*

*applies to Public Comments and comments on Agenda Items. Under the Brown Act, the Board should not take action on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*

- 5. SELECTION OF CHAIR AND VICE-CHAIR TO THE VENTURA COUNTY TRANSPORTATION COMMISSION FOR CY 2023-** *Selection of Chair and Vice-Chair for Calendar Year 2023*
- 6. CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give updates and status reports on current projects.*
- 7. COMMISSIONERS/EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
- 8. GENERAL COUNSEL TO PROVIDE AN UPDATE TO THE COMMISSION REGARDING AB 2449**
- 9. ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires two-thirds vote of the Commission. If there are less than two-thirds of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
- 10. CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*
  - 10A. [APPROVE MINUTES OF JANUARY 6, 2023, MEETING -PG.7](#)**  
**Recommended Action:**
    - Approve the summary minutes of January 6, 2023.**Responsible Staff: Roxanna Ibarra**
  - 10B. [MONTHLY BUDGET REPORT -PG.13](#)**  
**Recommended Action:**
    - Receive and file the monthly budget report for December 2022.**Responsible Staff: Sally DeGeorge**
  - 10C. [TRANSPORTATION DEVELOPMENT ACT \(TDA\) LOCAL TRANSPORTATION FUND \(LTF\) DRAFT APPORTIONMENT FOR FISCAL YEAR 2023/2024 -PG.21](#)**  
**Recommended Action:**
    - Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2023/2024, apportioning \$53.6 million as shown in Attachment A.**Responsible Staff: Sally DeGeorge**
  - 10D. [CONTRACT AMENDMENT FOR ACTUARY SERVICES FOR OTHER POST-EMPLOYMENT BENEFITS \(OPEB\) AND PENSION -PG.27](#)**  
**Recommended Action:**
    - Approve contract amendment No.1 with Bartel Associates, LLC to exercise the two-year extension options and to change the company name to Foster & Foster Consulting Actuaries, Inc.**Responsible Staff: Sally DeGeorge**

**10E. [ACTIVE TRANSPORTATION PROGRAM \(ATP\) CYCLE 6 METROPOLITAN PLANNING ORGANIZATION \(MPO\) REGIONAL COMPONENT-PRIORITIZED LIST OF PROJECTS -PG.31](#)**

**Recommended Action:**

- Approve the regional point assignments and the Prioritized List of Projects (Attachment A), allowing the Ventura County Transportation Commission (VCTC) to advance projects for funding in the MPO Component of the Cycle 6 Active Transportation Program (ATP).
- Authorize the Executive Director to submit the Prioritized List of Projects to the Southern California Association of Governments (SCAG) and approve any future technical changes or substitutions if funds are made available through project cancellations or savings (subject to CTC approval).

**Responsible Staff: Heather Miller**

**10F. [REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY \(RAISE\) GRANT PROGRAM -PG.35](#)**

**Recommended Action:**

- Approve submission of a grant application requesting \$20 million from the RAISE Program for final design for the U.S. 101 Auxiliary Lanes project.

**Responsible Staff: Peter De Haan**

**10G. [REQUEST FOR PROPOSAL FOR FREEWAY SERVICE PATROL BEAT 4 \(101-3\) UPDATE AND RE-RELEASE -PG.37](#)**

**Recommended Action:**

- Approve re-release of the Beat 4 Freeway Service Patrol (FSP) Request for Proposals (RFP) with an updated schedule for service implementation.

**Responsible Staff: Amanda Fagan**

**10H. [MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361 -PG.41](#)**

**Recommended Action:**

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

**Responsible Staff: Steve Mattas**

**10I. [REVISED CALENDAR YEAR 2023 VCTC REGULAR MEETING SCHEDULE -PG.43](#)**

**Recommended Action:**

- Revise and adopt the CY 2023 VCTC Regular Meeting Schedule.

**Responsible Staff: Roxanna Ibarra**

**DISCUSSION CALENDAR:**

**11. [FISCAL YEAR 2023/2024 TRANSPORTATION DEVELOPMENT ACT \(TDA\) UNMET TRANSIT NEEDS PUBLIC HEARING -PG.45](#)**

**Recommended Action:**

- Hold a public hearing and receive testimony of Unmet Transit Needs.

**Responsible Staff: Aubrey Smith and Claire Grasty**

12. **LEGISLATIVE UPDATE -PG.53**

**Recommended Action:**

- *Receive and file.*

**Responsible Staff: Darrin Peschka**

13. **COMMISSIONER APPOINTMENTS TO EXTERNAL ENTITIES -PG.61**

**Recommended Action:**

- *Make appointments as follows:*
  1. *Appoint alternate member to the California Vanpool Authority (CalVans)*
  2. *Single appointment to the California Association of Councils of Governments.*
  3. *Appoint an alternate member to the Coastal Rail Coordinating Council*

**Responsible Staff: Martin Erickson**

14. **VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN -PG.63**

**Recommended Action:**

- *Accept the Ventura County Comprehensive Transportation Plan (CTP) and provide direction to staff to amend the plan to incorporate comments from the public and advisory committees for full adoption at a future date.*

**Responsible Staff: Amanda Fagan and Caitlin Brooks**

15. **DRAFT TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) -PG.65**

**Recommended Action:**

- *Receive and file the draft Transit Integration and Efficiency Study.*
- *Provide direction on the preferred alternative(s) or roadmap forward.*

**Responsible Staff: Claire Grasty**

16. **ZERO EMISSION BUS ROLLOUT UPDATE AND DRAFT PLAN -PG.69**

**Recommended Action:**

- *Receive and file the draft Zero-Emission Bus (ZEB) report.*
- *Approve hydrogen fuel cell as the preferred technology path for VCTC Intercity.*
- *Approve battery electric as the technology path for the Valley Express service consistent with approval by the Heritage Valley Policy Advisory Committee.*

**Responsible Staff: Claire Grasty**

17. **GENERAL COUNSEL REPORTS-**

18. **AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Commissioner Mike Judge

**Southern California Regional Rail Authority (Metrolink-SCRRRA)**

Primary: Chair Tony Trembley

Alternate: Daniel Chavez

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

Primary: Vice-Chair Bryan MacDonald

Alternate: Commissioner Jim White

**Coastal Rail Coordinating Council**

Primary: Vice-Chair Bryan MacDonald

Alternate: Commissioner Vacant

**California Association of Councils of Governments**  
Primary: Vacant

**California Vanpool Authority (CalVans)**  
Primary: Commissioner Jim White  
Alternate: Commissioner Vacant

**19. ADJOURN to 9:00 a.m. Friday, March 3, 2023.**



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**Item #10A**

**February 3, 2023**

**MEETING MINUTES OF JANUARY 6, 2023, VCTC COMMISSION MEETING  
AT 9:00 A.M.**

**CALL TO ORDER:**

Chair Trembley called the regular meeting of the Ventura County Transportation Commission to order at 9:00 a.m. at the City of Camarillo, City Hall Chambers, 601 Carmen Drive, Camarillo, CA 93010.

**PLEDGE OF ALLEGIANCE** was led by Commissioner Parvin.

**ROLL CALL/MEMBERS PRESENT:**

Tony Trembley, City of Camarillo  
Bryan MacDonald, City of Oxnard  
Daniel Chavez, Citizen Rep., Cities  
Carrie Broggie, City of Fillmore  
Jenny Crosswhite, City of Santa Paula  
Chris Enegren, City of Moorpark  
Jeff Gorell, County of Ventura  
Mike Johnson, City of Ventura  
Mike Judge, City of Simi Valley  
Matt LaVere, County of Ventura  
Vianey Lopez, County of Ventura  
Janice Parvin, County of Ventura  
Jim White, Citizen Rep., County  
Gloria Roberts, Acting Caltrans District 7 Director

**ABSENT:**

Kelly Long, County of Ventura  
Jim White, Citizen Rep., County

**4. PUBLIC COMMENTS** – There were no public comments at this time.

**5. CALTRANS REPORT** – Acting Caltrans District 7 Director, Gloria Roberts, gave the January monthly project report updates to the commission.

**6. COMMISSIONERS/EXECUTIVE DIRECTOR REPORT** – Vice-Chair MacDonald along with Chair Trembley welcomed the newest members of the commission. Chair Trembley stated the January meeting would be his last meeting as Chair and thanked commissioners and staff for their support during his tenure as chair of VCTC this year. Chair Trembley stated he was proud of the staff and projects that took place this past year.

Executive Director Martin Erickson also welcomed all the incoming new commissioners present. Mr. Erickson thanked Chair Trembley for his support and leadership as chair this past year.

Mr. Erickson gave his executive director report to the commission on the following items:

- Pleased to report that due to the efforts of Congresswoman Julia Brownley, the approved Fiscal Year 22/23 Federal Budget includes an earmark of \$4 million to replace the storm drain structure beneath the intersection of Las Posas Road and Ventura Boulevard in Camarillo. VCTC provided the city with a letter of support for this important project and construction is anticipated to begin in late 2024.
- VCTC and Caltrans have applied for \$89.9 million from the **Senate Bill 1 Solutions for Congested Corridors Program**, for projects from the 101 Communities Connected multimodal corridor plan, with Caltrans ranking this application as its #1 priority. We are awaiting word on that application, which includes \$15 million for increased costs for the Rice Avenue Grade Separation. Staff is proceeding, in conjunction with the Port of Hueneme, to also submit the Rice Avenue Grade Separation \$15 million cost increase for the one-time funds available in the state budget for port freight projects.
- The **Unmet Transit Needs outreach process** and survey are currently underway. The survey is available on the VCTC website, <https://www.goventura.org/unmet-transit-needs/> and comments will be collected through February 10. Community meetings will be held in Fillmore on January 12 at 6 p.m., virtually January 9 at 12 p.m. and in Camarillo on January 25 at 6 p.m.
- The **Arroyo Simi Bridge Suicide Prevention Task Force** is scheduled for January 26th from 2:30 – 4:00 p.m. The focus of the agenda will be on the significant updates from the California Transportation Commission's December 2022 meeting regarding Caltrans funding for design and construction of a barrier fence and introducing new task force members.
- On December 6, 2022, VCTC hosted a **virtual community workshop** to solicit feedback on the draft **Comprehensive Transportation Plan (CTP)**. The virtual community workshop was recorded and is available on the VCTC website for community members unable to participate in real time.
- VCTC released a **Request for Proposals** on November 4, 2022 for **Tow Contractor Services for the Freeway Service Patrol Beat 4**, which will cover U.S. 101 from Rice Avenue in Oxnard to California Street in Ventura. Proposals are due no later than January 6, 2023 by 4:00 p.m. For more information, visit [goventura.org/work-with-vctc/contracts](https://www.goventura.org/work-with-vctc/contracts).

**7. ADDITIONS/REVISIONS** –Mr. Erickson made a request to remove item 8E. from the agenda as it is an item that was erroneously placed on the January 6, 2023 agenda.

## **8. CONSENT CALENDAR –**

**Commissioner Judge** moved to approve consent calendar items 8A through 8K with the deletion of item 8E and with corrections to the typos on items on the consent calendar. The motion was seconded by **Commissioner Crosswhite** and passed unanimously.

**Commissioner Chavez** abstained from item 8A-Approval of Minutes of the December 2, 2022 meeting as he was absent at the December 2, 2022 commission meeting.

### **8A. APPROVE MINUTES OF DECEMBER 2, 2022, MEETING**

#### **Recommendation:**

- Approve the summary minutes of DECEMBER 2, 2022.

### **8B. MONTHLY BUDGET REPORT**

#### **Recommendation:**

- Receive and file the monthly budget report for November.

### **8C. GUIDELINES AND SCHEDULE FOR THE 2023 ACCESS FOR ALL CALL FOR PROJECTS- PG.21**

#### **Recommendation:**

- Approve the Guidelines and Schedule for the 2023 Access for All call for projects.

### **8D. REPROGRAMMING OF PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) FUNDS-PG.45**

#### **Recommendation:**

- Adopt Resolution No. 2023-01 included in Attachment A to reprogram Prop 1B PTMISEA funds totaling



\$108,606 from Southern California Regional Rail Authority's (SCRRA) Safety Enhancements project to SCRRA's Structures Rehabilitation project.

- Approve the Cooperative Agreement with SCCRA included in Attachment B for the administration of PTMISEA funds for the Structures Rehabilitation project.

**8E. FREEWAY SERVICE PATROL MEMORANDUM OF AGREEMENT WITH CALIFORNIA HIGHWAY PATROL AND CALTRANS -PG.57**

**Recommendation:**

- Approve Memorandum of Understanding with the California Highway Patrol and the California Department of Transportation (Caltrans) regarding the Ventura County Freeway Service Patrol program.
- Authorize the Executive Director to execute the Memorandum of Understanding contingent upon acceptance of any final edits from Caltrans.

**8F. INCIDENT RESPONDER GRANT PROGRAM MEMORANDUM OF UNDERSTANDING WITH CALIFORNIA HIGHWAY PATROL-PG.59**

**Recommendation:**

- Approve a Memorandum of Understanding (MOU) with the California Highway Patrol (CHP) regarding an Incident Responder Grant Program Round 2 award.
- Authorize the Executive Director to execute the MOU contingent upon acceptance of any edits from CHP.

**8G. VALLEY EXPRESS TRANSIT OPERATIONS CONTRACT - PG.65**

**Recommendation:**

- Approve the VCTC Request for Proposals (RFP) Evaluation Panel's recommendation, in response to the RFP for Fixed Route, Dial-a-ride and ADA Paratransit Services in the Heritage Valley, to award a contract to MV Transportation, Inc, as approved by the Heritage Valley Policy Advisory Committee (HVPAC);
- Recommend that the Commission authorize the Executive Director to negotiate all remaining terms of the contract for transit services in a form and substance approved by VCTC legal counsel;
- Recommend that the Commission execute the four-year and four-month contract with MV Transportation, Inc. in an amount not to exceed \$11,500,000.

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

**Recommendation:**

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

**8I. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT- PG.71**

**Recommendation:**

- Receive and File.

**8J. AGREEMENT WITH MOORE & ASSOCIATES FOR COMPLETION OF STATE REQUIRED TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA CLAIMANTS-PG.77**

**Recommendation:**

- Authorize Executive Director to approve an agreement with Moore & Associates not to exceed

\$113,747.74 to complete the State required Transportation Development Act (TDA) Triennial Performance Audits for Ventura County Claimants.

**8K. AGREEMENT WITH URBAN TRANSPORTATION ASSOCIATES TO PURCHASE AUTOMATIC PASSENGER COUNTER INFRASTRUCTURE, MAINTENANCE AND SUPPORT - PG.121**

**Recommendation:**

- Authorize the Executive Director to authorize the purchase of automatic passenger counter (APC) infrastructure for seven (7) VCTC coaches, to repair or replace systems currently not working, and enter into a three (3) year maintenance and support agreement with Urban Transportation Associates (UTA) for installation and maintenance work not to exceed \$110,000. Because this is a sole source procurement, a 2/3 Commission vote is required for approval.

**DISCUSSION CALENDAR:**

**9. VENTURA COUNTY TRANSPORTATION COMMISSION 2023-2024 LEGISLATIVE PROGRAM AND LEGISLATIVE ADVOCACY POLICY - PG.123**

**Recommendation:**

- Adopt the Ventura County Transportation Commission 2023-2024 Legislative Program (Attached) and Legislative Advocacy Policy (Attached)

Ms. Darrin Peschka gave a PowerPoint presentation to the commission.

**Chair Trembley** moved to approve Ventura County Transportation Commission 2023-2024 Legislative Program And Legislative Advocacy Policy. The motion was seconded by **Vice-Chair MacDonald** and passed unanimously.

**10. PUBLIC HEARING AND APPROVAL OF FISCAL YEAR 2022/2023 PROGRAM OF PROJECTS -PG.131**

**Recommendation:**

- Open Public Hearing and receive testimony.
- Approve the revised Program of Projects (POP) for federal transit operating, planning and capital assistance for Fiscal Year (FY) 2022/23 included in Attachment A.

Chair Trembley opened the public hearing for the approval of the fiscal year 2022/2023 revised Program of Projects at 9:44 a.m. Ms. Heather Miller gave a verbal presentation addressing the revised Program of Projects for fiscal year 2022/2023. Chair Trembley opened the public comment period. There were no public comments. Chair Trembley closed the public hearing at 9:47 a.m.

**Commissioner LaVere** moved to approve the Fiscal Year 2022/2023 Program of Projects. The motion was seconded by **Commissioner Judge** and passed unanimously.

**11. STATUS OF FUTURE STATE TRANSPORTATION REVENUES-PRESENTATION BY STEVEN KECK, CALTRANS CHIEF FINANCIAL OFFICER-PG.136**

**Recommendation:**

- Receive and file.

Caltrans Chief Financial Officer Steven Keck gave a PowerPoint presentation to the commission regarding the Status of Future State Transportation Revenues.

**12. REGIONAL BROADBAND INFRASTRUCTURE UPDATE- PG.138**

**Recommendation:**

- Receive and file a presentation regarding regional broadband infrastructure and the potential use of the Santa Paula Branch Line right-of-way for broadband development.

Ms. Amanda Fagan gave a brief update and introduced Ventura County Chief Information Officer Terry Theobald. Mr. Theobald gave a PowerPoint presentation to the commission regarding the county's Regional Broadband Infrastructure.

**13. VCTC GENERAL COUNSEL'S REPORT: None.**

**14. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG Regional Council)**

Primary: Commissioner Mike Judge

Commissioner Judge stated that at the January 5<sup>th</sup> Transportation Committee meeting SCAG forwarded the Go Human community hub program guidelines which promote walking and biking over driving in most SCAG communities. During the Regional Council, the council was given an informative report from the Air Quality Management District.

**Southern California Regional Rail Authority (Metrolink-SCRRRA)**

Primary: Chair Tony Trembley

Alternate: Daniel Chavez

Chair Trembley stated Metrolink continues to face financial issues. They continue to struggle to regain ridership. Chair Trembley stated Metrolink's ridership recovery fiscal year projection is 55%. In October of 2022 the ridership recovery was 42% which would end Metrolink's fiscal ridership at around mid-40%. Chair Trembley stated Metrolink's revenue shortfall is \$4.2 million dollars for the fiscal year. Chair Trembley stated the Ventura County Star had a recent article on December 23, 2022, entitled "Metrolink Ridership Struggles to Rebound" which talks about Metrolink's financial realities. Chair Trembley asked that VCTC staff distribute either a hard copy or electronic copy to the commission to give future context in terms of some of the challenges Metrolink is facing.

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

Primary: Vice-Chair Bryan MacDonald

Alternate: Commissioner Jim White

Vice-Chair MacDonald reported LOSSAN continues to struggle with the loss of a single track in the San Juan Capistrano area. Vice-Chair MacDonald stated LOSSAN is about 70% complete in terms of repairs in conjunction with Orange County Transportation Authority. Vice-Chair MacDonald stated LOSSAN anticipates the tracks will be in service mid to late February which will allow LOSSAN to continue to operate in full service north and south.

**Coastal Rail Coordinating Council**

Primary: Vice-Chair Bryan MacDonald

Alternate: Commissioner Vacant

None.

**California Association of Councils of Governments**

Primary: Vacant.

None.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Vacant

None.

**15. ADJOURNED** to the next Ventura County Transportation Commission meeting which will be Friday, February 3, 2023, at 9:00 a.m.



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Item #10B

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: SALLY DEGEORGE, FINANCE DIRECTOR**

**SUBJECT: MONTHLY BUDGET REPORT**

**RECOMMENDATION:**

- Receive and file the monthly budget report for December 2022.

**DISCUSSION:**

The monthly budget report is presented in a comprehensive, agency-wide format on a modified accrual basis. The reports include a combined Balance Sheet, a Statement of Revenues, Expenditures and Changes in Fund Balance detailed by fund and an Investment Report by institution. There are eight funds presented consisting of the General Fund, the Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the State of Good Repair (SGR) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the Santa Paula Branch Line (SPBL) fund, the VCTC Intercity fund and the Valley Express fund. The Statement of Revenues, Expenditures and Changes in Fund Balance also includes the annual budgeted numbers that are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The December 31, 2022, budget report indicates that the revenues were approximately 32.92% of the adopted budget while expenditures were approximately 23.23% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, SGR, LTF and SAFE revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA and SGR revenues are paid quarterly with a two to three-month additional lag and LTF receipts are paid monthly with a two-month lag. For example, the July through September STA and SGR receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two-month lag.

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, highway callbox equipment and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

The Commission's deferred outflows, deferred inflows and pension liability are presented on the Balance Sheet. These accounts represent the accrual information for pension accruals with the implementation of the Government Accounting Standards Board (GASB) Statement 68 (pensions) and Statement 75 (other postemployment benefits). This information is based on actuarial information that is provided once a year. The deferred outflows, deferred inflows and pension liability are adjusted annually at the end of the fiscal year.

The Commission's accrued lease liability and associated interest presented on the Balance Sheet. These accounts represent the accrual information for leases that qualify with the implementation of the Government Accounting Standards Board (GASB) Statement 87. This information is based on an amortization schedule and is adjusted annually at the end of the fiscal year. Currently the only lease that qualifies is the office lease.

The Commission's liability for employee vacation accrual is presented on the Balance Sheet. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION  
BALANCE SHEET  
AS OF DECEMBER 31, 2022**

**Assets and Deferred Outflows**

Cash and Investments	\$ 67,908,594
Receivables/Due from other funds	2,856,551
Prepays and Deposits	272,585
Capital Assets, undepreciated	25,885,133
Capital Assets, depreciated, net	30,352,253
Deferred Outflows	1,439,047
Net Pension asset	224,441
Net OPEB asset	121,324
<b>Total Assets and Deferred Outflows</b>	<b><u>\$ 129,059,928</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$ 2,636,646
Deferred Revenue	5,079,626
Deposits	67,059
Accrued Vacation	180,339
Accrued Lease liability and interest	646,310
Deferred Inflows	958,345
<b>Total Liabilities and Deferred Inflows:</b>	<b><u>\$ 9,568,325</u></b>

**Net Position:**

Invested in Capital Assets	\$ 56,237,387
Fund Balance	63,254,216
<b>Total Net Position</b>	<b><u>\$ 119,491,603</u></b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE SIX MONTHS ENDED DECEMBER 31, 2022**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 2,835,636	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	2,206,256	\$ 438,804	\$ 5,480,696	\$ 22,096,448	(16,615,752)	24.80
State Revenues	334,122	15,341,790	2,709,064	673,240	484,160	0	0	0	19,542,376	57,937,300	(38,394,924)	33.73
Local Revenues	57,891	0	0	0	0	322,486	939,838	884,276	2,204,491	3,319,858	(1,115,367)	66.40
Other Revenues	1,227	0	0	0	0	0	0	0	1,227	0	1,227	0.00
Interest	65,568	62,298	67,655	16,255	23,485	713	24	1,126	237,124	90,000	147,124	263.47
<b>Total Revenues</b>	<b>3,294,444</b>	<b>15,404,088</b>	<b>2,776,719</b>	<b>689,495</b>	<b>507,645</b>	<b>323,199</b>	<b>3,146,118</b>	<b>1,324,206</b>	<b>27,465,914</b>	<b>83,443,606</b>	<b>(55,977,692)</b>	<b>32.92</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	1,420,795	0	0	0	0	0	67,670	26,783	1,515,248	3,899,100	(2,383,852)	38.86
Legal Services	5,109	0	0	0	0	0	0	0	5,109	42,000	(36,891)	12.16
Professional Services	70,875	0	0	0	0	0	0	0	70,875	182,500	(111,625)	38.84
Office Leases	104,650	0	0	0	0	0	0	0	104,650	206,000	(101,350)	50.80
Office Expenditures	509,245	0	0	0	0	0	45,034	17,824	572,103	702,500	(130,397)	81.44
<b>Total Administration</b>	<b>2,110,674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112,704</b>	<b>44,607</b>	<b>2,267,985</b>	<b>5,032,100</b>	<b>(2,764,115)</b>	<b>45.07</b>
<b>Programs and Projects</b>												
<b>Transit and Transportation Program</b>												
Regional Transit Technology	106,196	0	0	0	0	0	0	0	106,196	580,800	(474,604)	18.28
SD-Accessible Mobility Service	133,292	0	0	0	0	0	0	0	133,292	446,600	(313,308)	29.85
VCTC Intercity Bus Services	0	0	0	0	0	0	3,863,861	0	3,863,861	12,582,200	(8,718,339)	30.71
Valley Express Bus Services	0	0	0	0	0	0	0	763,324	763,324	2,194,400	(1,431,076)	34.79
Transit Grant Administration	1,710,560	0	0	0	0	0	0	0	1,710,560	8,594,874	(6,884,314)	19.90
<b>Total Transit and Transportation</b>	<b>1,950,048</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,863,861</b>	<b>763,324</b>	<b>6,577,233</b>	<b>24,398,874</b>	<b>(17,821,641)</b>	<b>26.96</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	629,294	0	0	0	0	629,294	2,099,500	(1,470,206)	29.97
Highway Program Management	140,190	0	0	0	0	0	0	0	140,190	5,409,705	(5,269,515)	2.59
<b>Total Highway</b>	<b>140,190</b>	<b>0</b>	<b>0</b>	<b>629,294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>769,484</b>	<b>7,509,205</b>	<b>(6,739,721)</b>	<b>10.25</b>

For Management Reporting Purposes Only



**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE SIX MONTHS ENDED DECEMBER 31, 2022**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
<b>Rail Program</b>												
Metrolink and Commuter Rail	378,595	0	0	0	0	0	0	0	378,595	21,207,378	(20,828,783)	1.79
LOSSAN and Coastal Rail	2,806	0	0	0	0	0	0	0	2,806	8,800	(5,994)	31.89
Santa Paula Branch Line	0	0	0	0	0	9,258	0	0	9,258	501,500	(492,242)	1.85
<b>Total Rail</b>	<b>381,401</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,258</b>	<b>0</b>	<b>0</b>	<b>390,659</b>	<b>21,717,678</b>	<b>(21,327,019)</b>	<b>1.80</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	19,996	0	0	0	0	0	0	0	19,996	52,300	(32,304)	38.23
Rideshare Programs	71,555	0	0	0	0	0	0	0	71,555	292,900	(221,345)	24.43
<b>Total Commuter Assistance</b>	<b>91,551</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,551</b>	<b>345,200</b>	<b>(253,649)</b>	<b>26.52</b>
<b>Planning and Programming</b>												
TDA Administration	77,000	12,856,524	130,828	0	16,204	0	0	0	13,080,556	43,223,428	(30,142,872)	30.26
Transportation Programming	26,376	0	0	0	0	0	0	0	26,376	33,185	(6,809)	79.48
Regional Transportation Planni	159,833	0	0	0	0	0	0	0	159,833	1,055,316	(895,483)	15.15
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,000	(18,000)	0.00
Regional Transit Planning	152,540	0	0	0	0	0	0	0	152,540	1,693,500	(1,540,960)	9.01
<b>Total Planning and Programming</b>	<b>415,749</b>	<b>12,856,524</b>	<b>130,828</b>	<b>0</b>	<b>16,204</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,419,305</b>	<b>46,023,429</b>	<b>(32,604,124)</b>	<b>29.16</b>
<b>General Government</b>												
Community Outreach	108,652	0	0	0	0	0	0	0	108,652	215,000	(106,348)	50.54
State and Federal Relations	54,291	0	0	0	0	0	0	0	54,291	112,900	(58,609)	48.09
Management and Administration	1,068,451	0	0	0	0	0	0	0	1,068,451	1,186,000	(117,549)	90.09
<b>Total General Government</b>	<b>1,231,394</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,231,394</b>	<b>1,513,900</b>	<b>(282,506)</b>	<b>81.34</b>
<b>Total Expenditures</b>	<b>6,321,007</b>	<b>12,856,524</b>	<b>130,828</b>	<b>629,294</b>	<b>16,204</b>	<b>9,258</b>	<b>3,976,565</b>	<b>807,931</b>	<b>24,747,611</b>	<b>106,540,386</b>	<b>(81,792,775)</b>	<b>23.23</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE SIX MONTHS ENDED DECEMBER 31, 2022**

	General Fund	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(3,026,563)	2,547,564	2,645,891	60,201	491,441	313,941	(830,447)	516,275	2,718,303	(23,096,780)	25,815,083	(11.77)
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	5,930,899	0	0	0	0	0	0	0	5,930,899	10,826,840	(4,895,941)	54.78
Transfers Into GF From STA	94,232	0	0	0	0	0	0	0	94,232	4,957,009	(4,862,777)	1.90
Transfers In GF From SGR	242,867	0	0	0	0	0	0	0	242,867	7,786,197	(7,543,330)	3.12
Transfers Into GF From SAFE	22,312	0	0	0	0	0	0	0	22,312	53,400	(31,088)	41.78
Transfers Into GF From SPBL	25,921	0	0	0	0	0	0	0	25,921	86,800	(60,879)	29.86
Transfers Into SPBL From LTF	0	0	0	0	0	25,921	0	0	25,921	86,800	(60,879)	29.86
Transfers Into SPBL From STA	0	0	0	0	0	9,120	0	0	9,120	116,500	(107,380)	7.83
Transfers Into VI From STA	0	0	0	0	0	0	2,500,000	0	2,500,000	5,330,794	(2,830,794)	46.90
Transfers Out of LTF Into GF	0	(5,930,899)	0	0	0	0	0	0	(5,930,899)	(10,913,640)	4,982,741	54.34
Transfers Out of LTF Into SPBL	0	(25,921)	0	0	0	0	0	0	(25,921)	(86,800)	60,879	29.86
Transfers Out of STA Into GF	0	0	(94,232)	0	0	0	0	0	(94,232)	(4,968,173)	4,873,941	1.90
Transfers Out of STA Into SPBL	0	0	(9,120)	0	0	0	0	0	(9,120)	(116,500)	107,380	7.83
Transfers Out of STA Into VI	0	0	(2,500,000)	0	0	0	0	0	(2,500,000)	(5,330,794)	2,830,794	46.90
Transfers Out of SAFE Into GF	0	0	0	(22,312)	0	0	0	0	(22,312)	(53,400)	31,088	41.78
Transfers Out of SPBL Into GF	0	0	0	0	0	(25,921)	0	0	(25,921)	0	(25,921)	0.00
Transfers Out of SGR Into GF	0	0	0	0	(242,867)	0	0	0	(242,867)	(7,775,033)	7,532,166	3.12
<b>Total Other Financing Sources</b>	<b>6,316,231</b>	<b>(5,956,820)</b>	<b>(2,603,352)</b>	<b>(22,312)</b>	<b>(242,867)</b>	<b>9,120</b>	<b>2,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>3,289,668</b>	<b>(3,409,256)</b>	<b>42,539</b>	<b>37,889</b>	<b>248,574</b>	<b>323,061</b>	<b>1,669,553</b>	<b>516,275</b>	<b>2,718,303</b>	<b>(23,096,780)</b>	<b>25,815,083</b>	<b>(11.77)</b>
<b>Beginning Fund Balance w/o capital asse</b>	<b>2,905,670</b>	<b>25,839,173</b>	<b>21,378,455</b>	<b>4,030,185</b>	<b>6,359,701</b>	<b>25,367</b>	<b>(2,456)</b>	<b>0</b>	<b>60,536,095</b>	<b>33,572,663</b>	<b>26,963,432</b>	<b>180.31</b>
<b>Long-term Pension/OPEB/Vacation/Lease</b>	<b>(25,892)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,710</b>	<b>0</b>	<b>(182)</b>	<b>0</b>	<b>(182)</b>	<b>0.00</b>
<b>Ending Fund Balance</b>	<b>\$ 6,169,446</b>	<b>\$ 22,429,917</b>	<b>\$ 21,420,994</b>	<b>\$ 4,068,074</b>	<b>\$ 6,608,275</b>	<b>\$ 348,428</b>	<b>\$ 1,692,807</b>	<b>\$ 516,275</b>	<b>\$ 63,254,216</b>	<b>\$ 10,475,883</b>	<b>\$ 52,778,333</b>	<b>603.81</b>

\*Government Accounting Standards Board (GASB) Statements 68, GASB 75 and GASB 87 require full accrual of pension, OPEB and Lease liabilities, deferred inflows, and deferred outflows on financial statements. These calculations are updated annually.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF DECEMBER 31, 2022**

As stated in the Commission's investment policy, the Commission's investment objectives are safety, liquidity, return on investment, prudence, diversification, and public trust with the foremost objective being safety. VCTC has the ability to meet its expenditure requirements, at a minimum, for the next six months. Below is a summary of the Commission's investments that comply with the Commission's investment policy and bond documents, as applicable.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	EAC only	EAC only	\$ 5,129,249.09
LAIF	State Pool	N/A	\$ 19,037.02	1.35%	10,140,419.63
County of Ventura	Treasury Pool	N/A	165,110.50	1.47%	53,432,514.09
VCCF Bike Fund	Investment	N/A	Annually	annually	15,933.66
<b>Total</b>			<b>\$184,147.52</b>		<b>\$68,718,116.47</b>

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

The Commission's pooled checking account is not earning interest, instead earns "earnings credits" applied against fees because of the low interest rate environment. Cash balances will vary depending on reimbursements and disbursements. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

The Commission's LTF, STA, SGR and a portion of the SAFE funds received from the State are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown above are not adjusted for fair market value.

The Commission's funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized.

Amounts shown above are not adjusted for fair value. Wells Fargo Bank, County of Ventura and LAIF statements are the source for provided information.

VCTC receives an annual disbursement from a permanent fund from the Ventura County Community Foundation (VCCF). The funds are invested in a money market account at VCCF and can only be used for bike purposes. Information is posted once a year at yearend.



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Item #10C

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: SALLY DEGEORGE, FINANCE DIRECTOR  
THAO LE, ACCOUNTING PROGRAM MANAGER**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)  
LOCAL TRANSPORTATION FUND (LTF)  
DRAFT APPORTIONMENT FOR FISCAL YEAR 2023/2024**

**RECOMMENDATION:**

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2023/2024, apportioning \$53.6 million as shown in Attachment A.

**BACKGROUND:**

Each year the Ventura County Transportation Commission (VCTC) is responsible for apportioning the quarter cent statewide sales tax funds that accrue to Ventura County under the State Transportation Development Act (TDA) Local Transportation Fund (LTF). Current eligible uses of LTF revenues include funds for VCTC administration (amount determined by the Commission), County administration fees, VCTC planning activities (capped at 2% of revenues), bicycle and pedestrian projects (capped at 2% after administrative and planning costs are deducted), rail passenger service operations/capital improvements with the remainder going to fund transit and if all transit needs are met, to street and road projects in cities with populations under 100,000 if eligible. The City of Thousand Oaks is exempt from the 100,000-population rule and is eligible to spend funds on Article 4 or 8 per Senate Bill (SB) 848 June 2018.

The County Auditor-Controller works with staff to determine the projected LTF sales tax revenue for the upcoming fiscal year. In developing the LTF apportionment, the current year is also evaluated to determine if the LTF revenue projection needs to be adjusted, and if so, either up or down depending on the direction of sales tax receipts. VCTC staff reviews the information to decide whether to revise the current apportionment or whether to incorporate the adjustment into the upcoming fiscal year. The beginning fund balance is estimated at this time based on projections. Then the apportionment is prepared according to LTF regulations and submitted to the Commission for approval. A draft apportionment is submitted to the Commission in February and a final apportionment is submitted in June for the upcoming fiscal year. The apportionment is allocated throughout the fiscal year after the local agency files a claim and sales tax receipts are received.

In recognition of the volatility of sales tax revenue, the VCTC adopted two policies to help smooth out the year-to-year flow of funds to LTF recipients. In 2011, the VCTC adopted a policy to maintain a reserve of approximately 10% of funds apportioned for Articles 4 (public

transportation) and 8 (other allocations, currently transit and local streets and roads). Should LTF revenues received be lower than estimated, VCTC would be able to draw from the contingency reserve to keep local jurisdictions whole for the fiscal year and to smooth out sales tax fluctuations. The second policy, adopted by VCTC in 2013, established a funding policy to support Rail Passenger Service/Commuter Rail (Metrolink). The policy requires that each time there is an increase in estimated LTF sales tax receipts, the increase will be allocated one-third to Rail Passenger Service/Commuter Rail and two-thirds to bus transit.

## **DISCUSSION:**

This year while working through the LTF projection process with the County Auditor-Controller, it was found that the revenues for the current fiscal year are exceeding the initial projections. The County is now projecting that the current fiscal year's LTF revenue will increase by \$3.7 million to \$46.0 million. The County Auditor-Controller also estimates that Fiscal Year 2023/2024 Local Transportation Fund sales tax receipts will remain flat at \$46.0 million (see attachment B). In the County Auditor-Controller's projection, the Auditor-Controller cautioned that "Projections are very uncertain given the current economic climate.

The beginning balance for Fiscal Year 2023/2024 is estimated to be \$11.7 million comprised of \$3.7 million estimated additional receipts and \$0.4 interest for the current fiscal year (2022/2023), an additional \$3.6 million in actual receipts from Fiscal Year 2021/2022, and the unused budgeted contingency reserve of \$4.0 million in the current fiscal year's apportionment. The LTF revenues projection for Fiscal Year 2023/2024 of \$46.0 million, plus the \$11.7 million beginning fund balance less the \$4.1 million contingency reserve results in a LTF apportionment for Fiscal Year 2023/2024 at \$53.6 million, \$1.43 million higher than the previous apportionment for Fiscal Year 2022/2023. The Fiscal Year 2023/2024 apportionment shown in Attachment A follows LTF guidelines and past practices and includes the following:

- Article 3 funds in the amount of \$11,219,116 for VCTC activities as follows:
  - Metrolink commuter rail funds in the amount of \$8,047,116 which is \$1,233,210 higher than last fiscal year. The increase follows the Commission's policy which designates that one-third of the change in estimated LTF sales tax receipts is allocated to passenger rail.
  - Planning funds (2% formula) in the amount of \$1,072,000 which is \$28,600 higher than last fiscal year. These funds are for planning activities which include Regional Transportation Planning, Regional Transit Planning, and Transportation Programming.
  - Administrative funds in the amount of \$2,100,000 which is a placeholder until the VCTC budget is finalized and the LTF revenues needed are known. These activities include ADA and Senior projects, Regional Transit Technology, Grant Administration, Regional Transit Information Center, TDA Administration, Transportation Programming as well as supporting the VCTC's administrative and management functions.
- Article 3 Administrative funds in the amount of \$14,500 which is the same as last fiscal year. These funds pay for the County Auditor-Controller's administrative costs.
- Article 3 Bicycle and Pedestrian funds (2% formula) in the amount of \$1,008,270 which is \$47,155 higher than last fiscal year. These funds are for local agency's bicycle and pedestrian projects.

- Articles 4 and 8 funds in the amount of \$41,358,114 which is \$1,077,369 higher than last fiscal year. These funds are for local agencies as allowed by TDA regulations. The funds are apportioned to each local agencies based on population estimates for the cities and county from the Department of Finance. The Department of Finance issues population estimates in May of each year; therefore, the draft apportionment is based on the May 2022 population estimate (most current) of 833,652 population. The final LTF apportionment will be updated for the new population estimate published in May 2023.

Staff's recommendation is to approve the Draft Local Transportation Fund Apportionment for Fiscal Year 2023/2024, apportioning a total of \$53.6 million as shown in Attachment A.

**ATTACHMENT A**  
**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**TDA DRAFT LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2023/2024**

			<b>DRAFT</b>	<b>Final FY</b>	<b>Change vs. FY</b>	<b>Final FY</b>
			<b>FY 2023/2024</b>	<b>2022/2023</b>	<b>2022/2023</b>	<b>2021/2022</b>
Estimated Unapportioned Cash Balance			11,700,000	13,900,000	-2,200,000	2,870,000
Contingency Reserve			-4,100,000	-4,030,000	-70,000	-2,820,000
Estimated Annual LTF Receipts			46,000,000	42,300,000	3,700,000	35,200,000
Total Funds Available			53,600,000	52,170,000	1,430,000	35,250,000
Auditor's Administration			14,500	14,500	0	14,500
VCTC Administration			2,100,000	2,056,334	43,666	1,250,000
VCTC Administration one-time			0	1,000,000	-1,000,000	0
VCTC Planning and Programming			1,072,000	1,043,400	28,600	705,000
Subtotal			50,413,500	48,055,766	2,357,734	33,280,500
Article 3 Pedestrian and Bicycle Facilities			1,008,270	961,115	-47,155	665,610
Subtotal			49,405,230	47,094,651	2,310,579	32,614,890
Article 3 Rail Passenger Service Operations/Capital			8,047,116	6,813,906	1,233,210	4,447,476
Total to be Apportioned			41,358,114	40,280,745	1,077,369	28,167,414

  

			<b>DRAFT</b>	<b>Final FY</b>	<b>Change vs. FY</b>	<b>Final FY</b>
<b>Article 4 and Article 8 by Agency</b>	<b>Population</b>	<b>Pop %</b>	<b>FY 2023/2024</b>	<b>2022/2023</b>	<b>2022/2023</b>	<b>2021/2022</b>
Camarillo	70,171	8.42%	3,481,237	3,390,552	90,685	2,350,862
Fillmore	16,469	1.98%	817,040	795,756	21,284	533,082
Moorpark	35,399	4.25%	1,756,171	1,710,424	45,747	1,213,438
Santa Paula	30,892	3.71%	1,532,576	1,492,653	39,923	1,035,036
Simi Valley	124,985	14.99%	6,200,601	6,039,077	161,524	4,197,612
Thousand Oaks	124,592	14.95%	6,181,104	6,020,088	161,016	4,229,920
<b>Gold Coast Transit District:</b>						
Ojai	7,466	0.90%	370,394	360,745	9,649	250,775
Oxnard	200,050	24.00%	9,924,634	9,666,099	258,535	6,902,546
Port Hueneme	21,599	2.59%	1,071,543	1,043,629	27,914	788,275
San Buenaventura	108,231	12.98%	5,369,423	5,229,551	139,872	3,555,060
Ventura County - Unincorporated	93,798	11.25%	4,653,391	4,532,171	121,220	3,110,808
Total	833,652	100.00%	41,358,114	40,280,745	1,077,367	28,167,414



## Attachment B

**JEFFERY S. BURGH**  
**AUDITOR-CONTROLLER**

COUNTY OF VENTURA  
800 SOUTH VICTORIA AVE.  
VENTURA, CA 93009-1540



**ASSISTANT**  
**AUDITOR-CONTROLLER**  
JOANNE McDONALD

**CHIEF DEPUTIES**  
BARBARA BEATTY  
MICHELLE YAMAGUCHI

January 18, 2023

Mr. Martin Erickson, Executive Director  
Ventura County Transportation Commission  
751 E. Daily Drive, Suite 420  
Camarillo, CA 93010

SUBJECT: LOCAL TRANSPORTATION FUND FY 2023-24 ESTIMATES AND FY 2022-23 REVISED ESTIMATES

Dear Mr. Erickson:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2023-24 is \$46.0 million. Based on the current year projected growth of 1%, the estimate could be \$46.2 million. As you are aware, projections are very uncertain given the current economic climate. As always, it would be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For fiscal year 2022-23 we projected \$42.3 million. This estimate is currently revised to \$46.0 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$390,466 in interest will be earned by the fund during fiscal year 2022-23 and be available for allocation in the subsequent fiscal year.

Based on revised fiscal 2022-23 revenue estimates of \$46.0 million, and interest of \$390,466, we project a LTF fund balance at June 30, 2023 of approximately \$11,751,297 (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2022-23 are \$14,500.

We will continue to monitor growth trends and will notify you in the event of a significant change in projected revenues.

If you have any questions, please contact Erica Nakamura at (805) 654-3193.

Sincerely,

JEFFERY S. BURGH  
Auditor-Controller

Enclosure

## ATTACHMENT 1

COUNTY OF VENTURA  
AUDITOR-CONTROLLER  
LOCAL TRANSPORTATION FUND  
PROJECTED ACTIVITY AND FUND BALANCE  
AS OF JUNE 30, 2023

Audited Fund Balance as of June 30, 2022	\$	17,466,290	
Reversal of FY22 Fair Value adjustment		<u>10,602</u>	
<b>Subtotal:</b>			<b>17,476,892</b>
<b>ADD:</b>			
FY 22-23 Actual LTF Receipts as of December 31, 2022	\$	23,714,674	
Projected LTF receipts for remainder of FY 22-23		<u>22,339,264</u>	
<b>Subtotal: (A)</b>			<b>46,053,938</b>
FY 22-23 interest earnings apportioned as of December 31, 2022	\$	62,298	
Projected interest earnings for the remainder of FY 22-23		<u>328,168</u>	
Total Interest (B)			<u>390,466</u>
Funding Available	\$		<u>63,921,296</u>
<b>LESS:</b>			
FY 22-23 allocations as of December 31, 2022	\$	18,813,343	
Projected allocations for the remainder of FY 22-23(C)		<u>33,356,656</u>	
<b>Subtotal:</b>			<b>52,169,999</b>
<b>Projected Fund Balance as of June 30, 2023</b>	<b>\$</b>		<b><u>11,751,297</u></b>

(A) FY 22-23 projected LTF receipts are based on FY22-23 actual receipts through December 31, 2022.

(B) Based on actual first quarter earnings and projected second, third, and fourth quarter earnings.

(C) Based on VCTC FY 22-23 Transportation Development Act (TDA) allocations adopted on June 3, 2022.



Item #10D

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: SALLY DEGEORGE, FINANCE DIRECTOR**  
**SUBJECT: CONTRACT AMENDMENT FOR ACTUARY SERVICES  
FOR OTHER POST-EMPLOYMENT BENEFITS (OPEB) AND PENSION**

**RECOMMENDATION:**

- Approve contract amendment No. 1 with Bartel Associates, LLC to exercise the two, two-year extension options and to change the company name to Foster & Foster Consulting Actuaries, Inc.

**BACKGROUND:**

The Ventura County Transportation Commission (VCTC) provides pension and other-post employment benefits (OPEB) to its employees. This information is reported annually to the Commission and the public as part of its audited Annual Comprehensive Financial Report (ACFR). In order to provide this information and comply with Government Accounting Standards Board (GASB) statements, actuary services are needed to provide the detailed information.

**DISCUSSION:**

In September 2019, a contract was signed by VCTC and Bartell Associates to provide the OPEB actuarial valuation, OPEB (GASB 75) information and pension (GASB 68) information for an initial four-year period. The contract included an option for two – two-year extensions. Staff is happy with the services provided by Bartel Associates, LLC and would like to exercise the option for two - two-year extensions for professional actuarial services for actuarial valuation, analysis, report and ACFR compliance on other post-employment benefits (OPEB) and GASB 68 actuarial information for CalPERS cost-sharing (risk pool) plans and GASB 68 ACFR compliance. The costs for the options shall not exceed \$16,300 for Fiscal Year 23/24, \$4,900 for Fiscal Year 24/25, \$17,500 for Fiscal Year 25/26, and \$5,350 for Fiscal Year 26/27. The total compensation for the option period shall not exceed \$44,050.

Also, Bartel Associates, LLC has recently merged with Foster and Foster Actuaries and Consultants. VCTC continues to work with the key staff from Bartel Associates, LLC.

Staff is recommending that the Commission exercise the two, two-year options of the original contract and officially changes the name from Bartel Associates, LLC to Foster & Foster Consulting Actuaries, Inc with contract amendment No. 1.

**AMENDMENT NO. 1**  
**TO AGREEMENT BETWEEN VENTURA COUNTY TRANSPORTATION COMMISSION**  
**AND BARTEL ASSOCIATES, LLC**

**THIS AMENDMENT NO. 1** is entered into this \_3rd\_ day of \_February\_ 2023 by and between Ventura County Transportation Commission (hereinafter referred to as VCTC) and Bartel Associates, LLC (hereinafter referred to as BARTEL) and Foster & Foster Consulting Actuaries, Inc. (hereinafter referred to as CONSULTANT), individually referred to herein as Party and collectively as Parties.

**WHEREAS**, VCTC and BARTEL entered into that certain Consultant Services Agreement dated September 10, 2019 pursuant to which BARTEL provided actuarial services to VCTC ("Agreement"); and

**WHEREAS**, on July 1, 2022, CONSULTANT acquired BARTEL and on January 19, 2023, CONSULTANT sent notice to VCTC requesting an amendment to the Agreement to change the name of the Consultant to Foster & Foster Consulting Actuaries, Inc.; and

**WHEREAS**, VCTC also desires to exercise its option to extend the Agreement for FY' 23/24, FY' 24/25, FY' 25/26, and FY' 26/27.

**NOW, THEREFORE, the parties hereto agree to amend the Agreement as follows:**

1. **Parties:** All references to Bartel Associates, LLC shall be replaced with Foster & Foster Consulting Actuaries, Inc. and Foster & Foster Consulting Actuaries, Inc. agrees to and assumes all rights and obligations of Bartel Associates, LLC provided for in the Agreement.
2. **Options:** VCTC exercises the options provided for in Section 4 for FY' 23/24, FY' 24/25, FY' 25/26, and FY' 26/27 , such that compensation shall not exceed \$16,300 for FY' 23/24, \$4,900 for FY '24/25, \$17,500 for FY' 25/26, and \$5,350 for FY' 26/27. The total compensation for the option period shall not exceed \$44,050.
3. **Term:** The term of the Agreement shall be extended to June 30, 2027.
4. **Amendment:** Except as hereby amended, the Agreement as originally approved remains in full force and effect.
5. **Signatures:** IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 1 to be executed by their duly authorized representatives. Each party represents to the other party that this amended Agreement has been executed by a duly authorized agent of the party so representing.

Dated: \_\_\_\_\_

**VCTC: Ventura County Transportation Commission**

BY: \_\_\_\_\_

Martin Erickson, Executive Director

Dated: \_\_\_\_\_

**CONSULTANT: Foster & Foster Consulting Actuaries, Inc.**

BY: \_\_\_\_\_

Its: Jonathan R. Davidson, Chief Legal Officer

Dated: \_\_\_\_\_

**Bartel Associates, LLC**

BY: \_\_\_\_\_

Its: Mary Beth Redding, Senior Consulting Actuary

**ATTEST:**

\_\_\_\_\_

Roxanna Ibarra

Clerk of the Ventura County Transportation Commission

**APPROVED AS TO FORM:**

\_\_\_\_\_

Steven Mattas, General Counsel Ventura County Transportation Commission

5277104.1



Item #10E

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 6 METROPOLITAN  
PLANNING ORGANIZATION (MPO) REGIONAL COMPONENT - PRIORITIZED LIST  
OF PROJECTS**

**RECOMMENDATION:**

- Approve the regional point assignments and the Prioritized List of Projects (Attachment A), allowing the Ventura County Transportation Commission (VCTC) to advance projects for funding in the MPO Component of the Cycle 6 Active Transportation Program (ATP).
- Authorize the Executive Director to submit the Prioritized List of Projects to the Southern California Association of Governments (SCAG) and approve any future technical changes or substitutions if funds are made available through project cancellations or savings (subject to CTC approval).

**BACKGROUND:**

The Active Transportation Program (ATP) is a program established by the California legislature in 2013 to encourage increased use of active modes of transportation, such as biking and walking. In March 2022, the California Transportation Commission (CTC) established the Cycle 6 ATP as a four-year (fiscal years 2023-24 through 2026-27) program with approximately \$650 million in programming capacity. In June 2022, the Governor signed the Budget Act of 2022, which included a one-time ATP funding augmentation of approximately \$1 billion from the General Fund, bringing the total available funding to approximately \$1.7 billion. Due to the State's recently announced budget shortfall, the Governor proposed a \$500 million reduction in the Active Transportation Program. That proposal, however, would not impact these funding commitments recommended for Cycle 6 but would potentially reduce funds for the subsequent cycle.

The CTC received 434 applications statewide in Cycle 6 for a total ATP funding request of \$3.1 billion. Approximately sixty percent (60%) of the total funding awards are recommended by CTC through the Statewide Program (50%) and Small Urban/Rural Program components (10%), while forty percent (40%) of the total funding awards are recommended by regional MPOs.

**Statewide Program**

CTC and Caltrans reviewed all ATP project applications, and scores were assigned based on adopted CTC scoring criteria up to a maximum of 100 points. The projects were ranked by score and those projects with the highest ranking received available funding through the statewide competitive program. The CTC released staff recommendations for the Statewide and Rural components in October 2022

selecting 67 projects for statewide funding among the 434 applications submitted. The Commission approved staff recommendations in December 2022.

The County of Ventura's Saticoy Pedestrian Improvements project was selected for statewide funding with a total project cost of \$3.497 million. This project installs sidewalks, crosswalks, ADA ramps, a class I bike path and other pedestrian improvements in the community of Saticoy. The project application received a score of 90 and was the second statewide selection for Ventura County since the start of the ATP program. The statewide cut-off score was 89 this cycle compared to 92 in Cycle 5 due to the significant increase in funds resulting from the augmentation, yet the program remains extremely competitive. The additional benefit of this project being selected at the statewide level is that it allows for the remaining projects to compete for the regional funds. Absent the augmentation of the Active Transportation Program, it is likely that the County of Ventura's Saticoy Pedestrian Project would have been the only local project funded in Cycle 6.

### Regional Program

If projects do not score high enough to be funded under the Statewide Competitive Program, they are reconsidered for funding through the MPO regional project selection process. For Ventura County, the MPO Project Selection process is administered by the Southern California Association of Governments (SCAG). SCAG's Cycle 6 MPO share is approximately \$361 million and distributed by population to the six (6) member regions with Ventura County's share approximately 4.5% or \$16.189 million. This amount is four times the funding of Cycle 5 due to the state's one-time augmentation of the Active Transportation Program as well as the funding infusion that resulted from the federal Infrastructure Investment and Jobs Act (IIJA).

Under SCAG's adopted guidelines, counties may add up to 20 points to the CTC score to align funding with regional priorities. At its September 2022 meeting, the VCTC approved the prioritization methodology for Cycle 6 including the change to award five (5) points to projects demonstrating enhanced access to transit stops. Implementing strategies to promote transit ridership post-COVID was identified by the VCTC in its goal-setting session as a key goal for the region. The following point criteria was applied to project applications competing for funds at the regional level:

- **For Construction Projects:** Up to 10 points will be awarded for project readiness:
  - a. Four (4) points will be awarded if the project is identified in an approved, adopted Bicycle, Pedestrian or Active Transportation Plan listed in Attachment 1, OR
  - b. Eight (8) points will be awarded if the project is identified in a plan listed in Attachment 1, and the conceptual design has been completed, OR
  - c. Ten (10) points will be awarded if the project is identified in a plan listed in Attachment 1, and the Conceptual design has been completed, and the ATP Cycle 6 application shows the preconstruction phases fully funded by the Local Agency; ANDUp to five (5) points will be awarded for a project demonstrating enhanced access to transit stops.
- **For Planning Projects:** Fifteen (15) points will be awarded if the project is to prepare a Citywide, Areawide or Corridor Specific Active Transportation Plan.

AND

Five (5) points for Any Project with a Safe Routes to Schools (SRTS) Component.

### **DISCUSSION:**

Jurisdictions within Ventura County overall submitted ten (10) ATP Cycle 6 applications totaling \$42,355,300 in total project costs and \$40,853,300 in total ATP funding requests, including four (4) Plans and six (6) Infrastructure projects. The City of Ventura submitted the largest request for funds for the Santa Paula Branch Line (SPBL) Multi-Use Path at a project cost of over \$27 million.



Since the County of Ventura's Saticoy Pedestrian Improvement project was selected for statewide funding, additional points were not assessed for that project for regional consideration. Additionally, two project submittals by the City of Santa Paula were identified as ineligible by the CTC since the applications did not demonstrate benefit to a disadvantaged community (DAC) as required for Plans. The remaining seven (7) project applications were scored according to the VCTC adopted criteria. A breakdown of points awarded to each project is provided in Table 1 in Attachment A.

Given the regional funding available to Ventura County (\$16.189 million) and project rankings after additional scoring, the following projects are recommended for regional ATP funding:

1. City of Thousand Oaks - Hillcrest Drive Sidewalk and Bike Lanes (\$2.35 million)
2. City of Thousand Oaks - Lynn Road Bridge Bike Lanes (\$2.602 million)
3. City of San Buenaventura - Santa Paula Branch Line Multi-use Path (\$6.716 million)
4. County of Ventura - Piru Pedestrian Improvement Project (\$3.45 million)
5. City of Fillmore - Fillmore ATP Needs Assessment (\$70,000)
6. City of Simi Valley - Simi Valley Bicycle Master Plan (\$250,000)
7. City of Simi Valley - Arroyo Simi Greenway Phase 5 (\$751,000)

Staff recommends the listed projects receive their full ATP funding request apart from the City of Ventura's SPBL Multi-Use Path and Simi Valley's Arroyo Simi Greenway Phase 5 project which staff is recommending for partial funding.

Staff recommends partially funding City of Ventura's SPBL Multi-Use Path project with \$6.716 million for the project's preconstruction phases (design and right of way) since construction costs far exceed available regional funding. Instead, as approved by this Commission in November, VCTC and Caltrans have submitted a joint application for the Senate Bill (SB) 1 Solutions for Congested Corridors program (SCCP), with that application encompassing a suite of multimodal projects within the US 101 corridor including the construction phase of the Santa Paula Branch Line Multi-Use Path in Ventura. CTC staff recommendations for SCCP funds are anticipated in June 2023.

Additionally, after recommended funding for the six highest ranked projects, the remaining ATP fund balance is \$751,000. The seventh ranked project, Simi Valley's Arroyo Simi Greenway Phase 5 project, requested \$1,048,000 in ATP funds. Staff recommends partially funding the Arroyo Simi Greenway project with ATP funds totaling \$751,000 with a commitment from the City to deliver the project to construction utilizing other funding sources for remaining costs (\$297,000). In the event funds are made available through project cancellations or savings, staff recommends such funds would be made available to the unfunded construction costs of the City of Simi Valley's Arroyo Simi Greenway Phase 5 project (subject to CTC approval).

A list of all submitted projects provided in Attachment A includes the project description, total amount of requested funds, the CTC/Caltrans Statewide Score, the added regional prioritized scores, and recommended regional ATP funding.

The Transportation Technical Advisory Committee (TTAC) approved this recommendation at their January 18 meeting.

# ATTACHMENT A

Table 1. Regional Scoring

Jurisdiction	Project Title	CTC State				Plan (4)(15)	Conceptual Design (4)	Local Fund Precon (2)	Transit Access (5)	MPO Score (120)
		Score (100)	Project Type I/NI/Plan	SRTS <sup>1</sup> (5)	DAC <sup>2</sup>					
<i>County of Ventura *</i>	<i>Saticoy Pedestrian Improvements</i>	90	<i>Infrastructure-Small</i>	<i>SRTS/SRFS<sup>3</sup></i>	Y					
City of Thousand Oaks	Hillcrest Drive Sidewalk and Bikelanes	86	Infrastructure-Small	0	N	4	4	2	5	101
City of Thousand Oaks	Lynn Road Bridge Bike Lanes	86	Infrastructure-Small	0	N	4	4	2	5	101
City of San Buenaventura	Santa Paula Branch Line Multi-use Path	78	Infrastructure-Large	5	Y	4	4	0	5	96
County of Ventura	Piru Pedestrian Improvement Project	55	Infrastructure-Small	5	Y	4	4	0	5	73
City of Fillmore	Fillmore ATP Needs Assessment	55	Plan	0	Y	15	N/A	N/A	N/A	70
City of Simi Valley	Simi Valley Bicycle Master Plan	40	Plan	0	Y	15	N/A	N/A	N/A	55
City of Simi Valley	Arroyo Simi Greenway Phase 5	29	Infrastructure-Small	0	N	4	4	0	5	42
<i>City of Santa Paula</i>	<i>Santa Paula Bike Trail</i>	<i>Ineligible</i>	<i>Plan</i>							
<i>City of Santa Paula</i>	<i>Crosswalk Enhancement</i>	<i>Ineligible</i>	<i>Plan</i>							

Table 2. Prioritized List of Projects and Recommended Funding

Jurisdiction	Project Title	CTC State Score		MPO Score	Total Project Cost	ATP Fund	
		(100)	Project Type I/NI/Plan			Request	Recommended Funds
<i>County of Ventura *</i>	<i>Saticoy Pedestrian Improvements</i>	90	<i>Infrastructure-Small</i>	<i>N/A</i>	\$ 3,497,000	\$ 3,497,000	<i>Statewide Selection</i>
City of Thousand Oaks	Hillcrest Drive Sidewalk and Bikelanes	86	Infrastructure-Small	101	\$ 2,840,000	\$ 2,350,000	\$ 2,350,000
City of Thousand Oaks	Lynn Road Bridge Bike Lanes	86	Infrastructure-Small	101	\$ 3,352,000	\$ 2,602,000	\$ 2,602,000
City of San Buenaventura	Santa Paula Branch Line Multi-use Path	78	Infrastructure-Large	96	\$ 27,133,000	\$ 27,133,000	\$ 6,716,000
County of Ventura	Piru Pedestrian Improvement Project	55	Infrastructure-Small	73	\$ 3,450,000	\$ 3,450,000	\$ 3,450,000
City of Fillmore	Fillmore ATP Needs Assessment	55	Plan	70	\$ 70,000	\$ 70,000	\$ 70,000
City of Simi Valley	Simi Valley Bicycle Master Plan	40	Plan	55	\$ 250,000	\$ 250,000	\$ 250,000
City of Simi Valley	Arroyo Simi Greenway Phase 5	29	Infrastructure-Small	42	\$ 1,310,000	\$ 1,048,000	\$ 751,000
<i>City of Santa Paula</i>	<i>Santa Paula Bike Trail</i>	<i>Ineligible</i>	<i>Plan</i>		\$ 190,300	\$ 190,300	
<i>City of Santa Paula</i>	<i>Crosswalk Enhancement</i>	<i>Ineligible</i>	<i>Plan</i>		\$ 263,000	\$ 263,000	
<b>TOTAL</b>					<b>\$ 42,355,300</b>	<b>\$ 40,853,300</b>	<b>\$ 16,189,000</b>

\* Statewide funding

<sup>1</sup> Safe Routes to School

<sup>2</sup> Disadvantaged Community

<sup>3</sup> Safe Routes for Seniors



Item #10F

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

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

**SUBJECT: REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM**

**RECOMMENDATION:**

- Approve submission of a grant application requesting \$20 million from the RAISE Program for final design for the U.S. 101 Auxiliary Lanes project.

**DISCUSSION:**

RAISE is the federal government's flagship competitive grant program for transportation infrastructure projects across all modes. The Infrastructure Investment and Jobs Act (IIJA) significantly increased funding for the program, with \$1.5 billion to be allocated this year. Applications for the current competitive round are due February 28<sup>th</sup>.

According to the program guidelines, grant proposals will be evaluated based on criteria including safety, quality of life, economic competitiveness and opportunity, state of good repair, partnership, innovation, mobility, community connectivity, universal design and accessibility, and increased mobility for freight and supply chain efficiency. The IIJA provides that areas defined as Historically Transportation Disadvantaged, which includes most of western Ventura County, are exempted from federal match requirements.

As the Commission is aware, in the past Ventura County agencies have not competed well for federal competitive programs such as RAISE, with Ventura County only having received \$12.3 million out of the \$8.9 billion available since the program started in 2009. As the Commission has previously discussed, even if an applicant can meet the minimum federal match requirement, they are usually at a disadvantage in a competitive grant program because priority is generally given to applicants who commit to providing substantially more than the minimum-required match. With no local transportation fund source, grant applications from VCTC will always face a large disadvantage competing with most other areas, which do have such funding measures. However, while not eliminating that disadvantage, the significant increase in competitive federal grant funds due to the IIJA allows many more projects to receive funding, thus raising the probability of VCTC receiving a grant.

VCTC is currently underway with preparing an environmental document for U.S. 101 improvements extending through Thousand Oaks, Camarillo, Oxnard, and Ventura. Last year, VCTC submitted a request for \$25 million for final design of a portion of the proposed U.S. 101 improvements, specifically for auxiliary lanes in Camarillo. Although that request was not selected for funding, subsequent to the announcement of selected projects, U.S. Department of Transportation staff took the initiative to approach VCTC, and provided very favorable feedback with regard to the application that had been submitted. As a result, staff is recommending that VCTC again submit an application for U.S. 101 improvements design. Based on the feedback received, staff will make some relatively minor improvements to the information submitted in the grant application. Also, based on updated cost information, the funding request has been lowered to \$20 million, which should help make the application more competitive. Should the application be approved, the federal contribution of \$20 million for a portion of the overall project would help increase the total amount of funds available for the project as a whole.

Staff last provided an update on the U.S. 101 project at the May 2022 meeting. The background information to be provided at the Commission's goal-setting workshop, scheduled for next month, will include this project.



Item #10G

February 3, 2023

**MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY**  
**SUBJECT: REQUEST FOR PROPOSALS FOR FREEWAY SERVICE PATROL BEAT 4 (101-3)  
UPDATE AND RE-RELEASE**

**RECOMMENDATION:**

- Approve re-release of the Beat 4 Freeway Service Patrol (FSP) Request for Proposals with an updated schedule for service implementation.

**BACKGROUND:**

Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County Service Authority for Freeway Emergencies (SAFE), the California Highway Patrol (CHP), and Caltrans. The goals of the program are to provide congestion relief, reduce the incidence of secondary collisions, mitigate delay related vehicle emissions, and assist motorists stranded in dangerous situations on busy highways. FSP assistance is free to motorists at the point of service and is funded through a \$1 annual vehicle registration fee and Caltrans funding allocations.

In September 2020, the Ventura County SAFE board awarded contracts for FSP Beats 101-1, 101-2 and 118 to Platinum Tow & Transport. The three (3) FSP Beats became operational in the summer of 2021. Since launching, two (2) Ventura County FSP tow trucks have been patrolling per Beat Monday through Friday from 6am to 9am and 3pm to 7pm, providing disabled motorists with services such as changing flat tires, jump starting dead batteries, refilling radiators, and providing a gallon of gas. If FSP cannot restart a vehicle within 10 minutes, the disabled vehicle is towed to a safe location off the highway.

Existing FSP Patrol Beats:

1. (101-1) HWY 101 from Los Angeles County Line to Camarillo Springs Rd
2. (101-2) HWY 101 from Camarillo Springs Rd to Rice Ave
3. (118) HWY 118 From Los Angeles County Line to SR 23

Staff has identified available funds to expand the FSP program and proposes procurement of contractor services for Beat 4 (101-3) which will provide service from Rice Avenue to California Street on US-101. The Fiscal Year 2022/2023 Motorist Aid Program budget includes funding to expand the program as proposed, and this funding will be carried forward for the Fiscal Year 2023/2024 proposed budget for Commission approval.

In November 2022, VCTC approved release of the RFP. Staff posted the RFP to <https://www.goventura.org/work-with-vctc/contracts/>. Staff conducted outreach to potential contractors, including preparing and distributing a postcard mailer to more than 50 local tow contractors, posting accompanying social media announcements, and emailing local tow companies directly to inform as many local tow contractors as possible about the RFP opportunity.



## **DISCUSSION:**

With the initial release of the RFP on November 4, 2022, proposals were due by January 6, 2023 by 4:00 p.m., with service to commence on July 5, 2023. As of the proposal due date, VCTC received zero responses. To understand why no proposals were submitted, VCTC staff reached out to several contractors that had initially expressed interest in submitting a proposal. Factors cited by potential contractors primarily centered around the timeline for service deployment, with continued post-pandemic supply chain concerns, availability of drivers, and insurance market constraints. Staff speculates that the timing of the initial release over the busy holiday season may have also affected submissions, along with possible limited familiarity of local tow companies with how to respond to a government request for proposals process.

During the re-release and extended response period, VCTC staff will host a pre-proposal conference that will include robust information on how to prepare and submit a proposal, and conduct additional outreach to prospective tow contractors, like the approach used by LA Metro for their FSP procurement efforts. Consistent with the initial release of the RFP, tow contractors will propose to provide individual service for Beat 4, also known as 101-3. A tow contractor may have a contract for one or more patrol beats. Contractors must commit to patrolling with two (2) dedicated trucks per beat and maintain one (1) backup truck per beat. Contractors must comply with technology requirements for monitoring truck activity and data collection. Contractors must comply with FSP Standard Operating Procedures (SOP), submit to inspections, complete driver background checks, and fulfill all requirements of the Scope of Work (SOW). A proposal evaluation committee with representatives from each of the partner agencies will score contractor proposals and make recommendations for SAFE Board approval. Evaluation will consider the value the contractor provides and the contractor's ability to fulfill the SOW and maintain compliance with the SOP. The selected tow contractor will undergo a site inspection, and drivers will complete CHP required training.

Staff recommends the SAFE Board re-release the RFP for an additional approximately 60-days period to allow for additional engagement with potential contractors and for FSP tow contractor service for Beat 101-3. Staff will return to the SAFE Board for approval to award a contract following completion of the RFP and selection process. The selection process timeline is as follows:

	2023							
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
RFP Re-Release Date	3-Feb							
Preproposal Conference	16-Feb							
Questions Submittal Deadline	24-Feb							
VCTC Responses to Questions Issued		3-Mar						
Proposal Due Date			7-Apr					
Tentative Site Interview			17-21 Apr					
VCTC Approval and Contract Award				5-May				
Contractor Preparation								
CHP Certified Drivers/Trucks Inspected							4-Aug	
Service Shall Commence On								5-Sep

Staff recommends Commission approval to re-release the Request for Proposals for Freeway Service Patrol Tow Contractor for Beat 4 (101-3), covering US-101 from Rice Avenue to California Street, with the updated procurement and deployment schedule. Proposals will be due to VCTC by April 7, 2023 by 4:00 p.m. with service to commence on September 5, 2023.



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Item #10H

February 3, 2023

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: STEVE MATTAS, GENERAL COUNSEL**

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

**RECOMMENDATION:**

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

**BACKGROUND:**

On September 24, 2021 the Commission approved a motion to continue conducting Commission meetings, and all associated agency, authority, and committee meetings, remotely due to imminent risks to the health or safety of attendees if the meetings are held in person. The Commission made findings that the requisite conditions exist for the legislative bodies of the Commission to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953.

Pursuant to Government Code Section 54953(e)(3), in order for all legislative bodies to continue meeting remotely, the Board must declare every 30 days that:

1. The legislative body has reconsidered the circumstances of the state of emergency; and
2. Either the state of emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing.

Emergency conditions persist in Ventura County and throughout the state. The Governor's State of Emergency, declared on March 4, 2020, is ongoing. The local proclamation of emergency, made by the Ventura County Board of Supervisors on March 17, 2020, ratifying the Ventura County Health Officer's declaration of a local health emergency due to COVID-19, continues to exist until its termination is proclaimed by the Ventura County Board of Supervisors.

Due to the continued threat of COVID-19, the Commission continues to implement multiple layers of protection against COVID-19, including physical distancing, for the safety of employees and members of the public. The ongoing state of emergency related to COVID-19, as declared by the Governor and the Ventura County Board of Supervisors, continues to directly impact the ability of members of the legislative bodies of the Commission to meet safely in person, due to imminent risks to the health and safety of attendees if the meetings are held in person.

### **RECOMMENDATION**

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



Item #10I

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: ROXANNA IBARRA, CLERK OF THE COMMISSION**

**SUBJECT: REVISED CALENDAR YEAR 2023 VCTC REGULAR MEETING SCHEDULE**

**RECOMMENDATION:**

- Revise and adopt the CY 2023 VCTC Regular Meeting Schedule

**BACKGROUND:**

It is recommended the VCTC regular meeting schedule for calendar year 2023 be revised changing VCTC's Friday May 5<sup>th</sup> to the second Friday May 12<sup>th</sup> due to the Southern California Association of Governments 2023 Regional Conference & General Assembly which will be May 4-5, 2023. Otherwise, the remainder of the CY 2023 VCTC regular meeting schedule remains the same. The proposed revised CY 2023 VCTC regular meeting schedule is provided below reflecting the **May 12, 2023**, meeting date change.

As a reminder the September meeting will be held on the second Friday of the month as the first Friday falls on or near a holiday weekend.

**VCTC REGULAR MEETING SCHEDULE 2023**

January 6

February 3

March 3

April 7

**May 12** (*Moved to the second Friday of the month due to the SCAG-Regional Conference and General Assembly*)

June 2

July 7

August – DARK

September 8 (*Moved to the second Friday of the month due to the September 4<sup>th</sup> Labor Day Holiday*)

October 6

November 3

December 1



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**Item #11**

**February 3, 2023**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT  
AUBREY SMITH, PROGRAM MANAGER-REGIONAL TRANSIT PLANNING**

**SUBJECT: FISCAL YEAR 2023/2024 TRANSPORTATION DEVELOPMENT ACT (TDA)  
UNMET TRANSIT NEEDS (UTN) PUBLIC HEARING**

**RECOMMENDATION:**

- Hold public hearing and receive testimony of Unmet Transit Needs.

**BACKGROUND:**

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance. The intent of the legislation is to expend available State funds for transit needs and to improve the movement of transit vehicles. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

Per TDA statute, VCTC is annually required to conduct an “Unmet Transit Needs” process prior to allocating TDA funds for non-transit purposes such as streets and roads. The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs that are “reasonable to meet.” TDA statute allows VCTC to develop its own definitions of “unmet transit needs” and “reasonable to meet” the definitions are attached (see Attachment A).

The purpose of the public hearing is to take testimony on local and/or regional transit needs and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. In the past, this process was applicable to the entire County and the format of the public hearing process occurred through a voluntary subcommittee of Commissioners. In 2014, TDA legislation changed and Counties with populations over 500,000 were required to use all TDA funds for transit. Ventura County received an exemption in the legislation so that cities with populations under 100,000 are

eligible to use TDA funds for non-transit purposes. As of July 1, 2014, only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim TDA funds for local street purposes. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA fund on streets and roads. While not required by the legislative change, the City of Thousand Oaks has agreed to follow the spirit of the Unmet Needs process before allocating LTF revenues to streets and roads.

## **DISCUSSION:**

Under current law, with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as VCTC, are required to convene a Social Services Transportation Advisory Committee (SSTAC) to annually identify the transit needs of the county, review and recommend action by the transportation planning agency and conduct at least one public hearing a year. The hearing is required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using TDA funds for local streets and roads.

Since the Commission's approval of the Unmet Transit Needs findings and recommendations in May 2021, VCTC has received public comments and service requests through VCTC's public comment form and rider comment email address. An online survey for the general public to provide feedback posted on VCTC's website, one in English and one in Spanish, has been available since mid-December and will continue to be until mid-February. Additionally, VCTC has held three virtual community meetings:

- Thursday, January 12<sup>th</sup> at 6:00 p.m.
- Tuesday, January 19<sup>th</sup> at Noon
- Wednesday, January 25<sup>th</sup> at 6:00p.m.

Legal notice for today's public hearing was published in the Ventura County Star on December 23, 2022 and Vida News on December 29, 2022. Thus far, VCTC has received over 75 comments through the survey, website, social media, and community events, with most of them coming through the online survey. Staff is recording all transportation comments even if they are not applicable to the Unmet Transit Needs process and responding where appropriate to better understand the needs of the community and improve transportation. Comments are wide ranging from on-time performance, extended service hours, additional bus stop installations and several other recommendations. An appendix with all comments in addition to a survey analysis will be included as part of the final report sent to the Commission.

After today's hearing, the online Unmet Transit Needs survey will remain on the [www.goventura.org](http://www.goventura.org) website through Friday, February 10, 2023 when the public comment period closes. Testimony received at today's public hearing will be reviewed by staff and the Citizen's Transportation Advisory Committee and Social Services Transit Advisory Committee (CTAC/SSTAC). Staff will consult and work with the CTAC/SSTAC to develop findings and appropriate recommendations, which will be presented to the Commission in May 2023 for approval action.

## **UNMET TRANSIT NEEDS PROCESS Definitions**

Fiscal Year 2022-23

### **Unmet Transit Need**

*Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan must meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.*

#### **Includes:**

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency

#### **Excludes:**

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for minor extended hours
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

**“REASONABLE TO MEET”**

<b>Outcome</b>	<b>Definitions</b>	<b>Measures &amp; Criteria</b>
<b><i>Equity</i></b>	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	<b>Measures:</b> Vehicle revenue service hours and revenue service miles. <b>Criteria:</b> Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
<b><i>Timing</i></b>	The proposed service is in response to an existing rather than future transit need	<b>Criteria:</b> Proposed service is in response to an existing rather than future transit need; based on public input
<b><i>Feasibility</i></b>	The proposed service can be provided with the existing fleet or under contract to a private provider	<b>Measure:</b> Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
<b><i>Feasibility</i></b>	There are adequate roadways to safely accommodate transit vehicles	<b>Measure &amp; Criteria:</b> Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
<b><i>Cost Effectiveness</i></b>	The proposed service will not unduly affect the operator's ability to maintain the	<b>Measure:</b> Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service)



	required passenger fare ratio for its system as a whole	Criteria: Fare revenue/operating cost cannot fall below the operator's required passenger fare ratio.
<b>Cost Effectiveness</b>	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	<b>Measures and criteria</b> described below.
<b>Service Effectiveness</b>	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	<b>Measure:</b> Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

**PASSENGER FARE RATIOS**

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services\*. More detailed passenger fare ration standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both in urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

<b>Urban Service</b>	<b>Rural Service</b>	<b>Recommended Action</b>
<b>New Service Performance Criteria: End of Twelve Months</b>		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
<b>New Service Performance Criteria: End of Twenty-four Months</b>		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed
<b>New Service Performance Criteria: End of Thirty-Six Months **</b>		

Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed

*\*Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.*

*\*\*A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services*



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Item #12

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND COMMUNITY RELATIONS**

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**State Issues**

**Budget**

On Jan. 10, Governor Gavin Newsom released his draft budget proposal for consideration by the state Legislature. The state's short-term revenue outlook, as expected, is significantly different from the previous year, when the state experienced a \$94 billion budget surplus. Over the past year, the governor and the nonpartisan Legislative Analyst's Office (LAO) have been forecasting a budget deficit in the 2023-24 fiscal year. Causes of this deficit include declines in the stock market, rising inflation and subsequent federal interest rate increases that are intended to slow inflation. The governor's proposed budget plan, at \$297 billion, includes a \$22 billion shortfall, which is less than the \$24 billion shortfall forecast by the LAO. The state has approximately \$35.6 billion in reserves, including \$22.4 billion in the Budget Stabilization Account, or "Rainy Day Fund." However, the governor proposes funding delays, reductions and fund shifts to address the budget shortfall, rather than tapping into the state's reserve funds.

The budget proposal includes significant adjustments to the \$15 billion transportation infrastructure package approved in 2022. In explaining the adjustments, the governor cited the state's recent investments in transportation, as well as federal funding expected to come to California through the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA). Some of those adjustments are designated as "trigger cuts" and could be restored if the revenue outlook improves over the coming fiscal year. The transportation adjustments include:

- A reduction in the Transit and Intercity Rail Capital Program (TIRCP), from \$2 billion to \$1 billion in 2023-24 and a reduction of \$500 million in each of 2024-25 and 2025-26. TIRCP provides grants from the state's Greenhouse Gas Reduction Fund (GGRF) for capital improvements on the state's intercity, commuter and urban rail systems. The TIRCP

reductions are “trigger cuts,” and the reductions can be restored if there is sufficient General Fund in January 2024.

- A reduction in the Active Transportation Program (ATP) of \$500 million General Fund, with \$300 million restored from the State Highway Account funds, for a net reduction of \$200 million. ATP encourages increased use of active modes of transportation, such as walking and biking. Under the budget proposal, the program would sustain all of the programming capacity approved in the 2023 programming cycle.
- A shift of \$200 million General Fund to State Highway Account Funding for the Climate Adaptation Program, which supports climate resiliency and reduces infrastructure risk.
- A reduction of \$1.5 billion General Fund for Heavy Duty Zero-Emission Vehicles and Infrastructure programs, which includes funding for transit buses. This reduction is partially offset by a \$839 million shift to the Greenhouse Gas Reduction Fund.
- A delay of \$350 million of funding originally planned to be available for safety grade separations at rail crossings in 2023-24. That funding instead is planned to be available in 2025-26.

The governor’s budget proposal is a starting point for discussions with the Legislature. Over the next several months, legislative committees will review the proposal and work with the governor on a final budget plan. The governor will release a revised budget plan in May, based on those discussions and updated revenue projections. The Legislature must pass a budget by June 15.

## **Bills**

The state’s Assembly and Senate reconvened Jan. 4, and legislators have been introducing bills before the Feb. 17 deadline. Bills that VCTC is monitoring are included in the attached State Legislative Matrix Bill Summary. Two bills of note are Assembly Bill 6 (AB 6) and Assembly Bill 7 (AB 7) introduced by Member Laura Friedman, D-Glendale. Both are “intent bills” or “spot bills” that signal the Legislature’s intent to enact subsequent legislation. AB 6 would require transportation agencies to prioritize and fund projects, including those funded by a local sales tax measure, that significantly contribute to the state’s climate goals. AB 7 would eliminate single-occupancy vehicle freeway capacity projects, with certain exceptions, and allow capacity projects only for bus rapid transit, rail, active transportation, safety and projects that reduce congestion. Like the budget proposal, the introduction of a bill is a starting point for discussions and negotiations. VCTC staff will monitor bills and update the Commission throughout the legislative session.

Attachment A is the monthly report of Delaney Hunter, the Commission’s state lobbyist.



## CALIFORNIA ADVISORS, LLC

### VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JANUARY 2023

#### Legislative Update

After the November election and the December swearing-in ceremonies, the Legislature reconvened for the new 2023-24 session. The Legislator's first day back in Sacramento was January 4th. While a handful of bills were introduced in December, the majority of new legislation will begin to take shape in the next few weeks. The bill introduction deadline is February 17th, so the Legislature will continue to introduce bills up until that day. We expect to see a few thousand bills before that deadline.

The Governor also submitted his initial budget proposal to the Legislature on January 10th. This proposal provides the first glimpse of what the Governor's priorities will be for the coming year. This framework will also serve as the starting point for negotiations to occur with the Legislature over the next five months. The final budget must be passed and signed by the Governor by June 15th.

On January 18th, Senate Budget and Fiscal Review held an informational hearing. The purpose of that hearing was to get an overview of the Governor's budget and better understanding of it. The subcommittees with more in-depth discussions on the budget will start at the end of February and run through May. Senators Durazo, Roth and Skinner raised concerns regarding funding reductions for transportation. Senator Durazo noted that the legislature has been working really hard to increase the funding for transportation and the \$2.7 billion in general fund reduction is a pretty dramatic change. Senator Skinner noted that transit is an essential infrastructure, and she is concerned about the consequences of delaying its funding in a way that cripples its future.

The Legislative Analyst's Office (LAO) also has released its initial overview response to the Governor's January 10th budget proposal on January 13th. In that report, they provided a brief summary of the proposed budget based on LAO's initial review. In the coming weeks, they will analyze the plan in more detail and release several additional budget analyses.

As always, California Advisors will continue to represent VCTC as the budget evolves over the next few months and will keep VCTC apprised of any new relevant legislation that is introduced.

## Governor's Proposed Budget

Governor Gavin Newsom introduced the initial budget on January 10th, which includes \$231.7 billion in General Fund revenues and other resources and \$223.6 billion in total General Fund expenditures (\$143.1 billion in non-Proposition 98 and \$80.6 billion in Proposition 98 funds), providing for a \$3.8 billion unencumbered reserve balance in the SFEU, a \$900 million Safety Net Reserve, a \$8.5 billion PSSSA balance, and reflecting \$22.4 billion in the BSA. The BSA is at its constitutional maximum (10 percent of General Fund revenues) requiring \$951 million to be dedicated for infrastructure investments in 2023-24. The proposed budget includes a General Fund revenue estimate that is \$29.5 billion lower than assumed in the 2022 Budget Act, and over a three year budget window, the Governor's budget projects a budget gap of \$22.5 billion in the 2023-24 fiscal year.

**Transportation Package.** The budget includes \$2.7 billion in General Fund reductions, partially offset by an additional \$500 million from state transportation funds, across various transportation programs. If there is sufficient General Fund in January 2024, \$2 billion of these reductions will be restored. This lowers the funding for the transportation package provided in the 2022 Budget Act from \$13.8 billion to \$11.6 billion. Key changes to the funding include:

- **Transit Intercity Rail Capital Program:** A reduction of planned funding in 2023 and 2024 from \$2 billion each year to \$1 billion in 2023-24 and \$500 million in each of 2024-25 and 2025-26. These funds are set to be allocated proportionally, by region, based on population. This maintains approximately \$5.7 billion (74 percent) of the original \$7.7 billion planned additional funds for local transit capital infrastructure projects. If there is sufficient General Fund in January 2024, this reduction will be restored.
- **Active Transportation Program:** A reduction of \$500 million General Fund, with \$300 million of the reduction being restored from State Highway Account funds, for a net reduction of \$200 million. This maintains approximately \$850 million (81 percent) of the original \$1.05 billion of additional funds for the program.
- **Climate Adaptation Program:** A reduction of \$200 million General Fund offset by \$200 million from the State Highway Account for the program.
- **Safety Grade Separations:** A delay of \$350 million of funding originally planned to be available in 2023-24, which will instead be made available in 2025-26.

**Ports and Goods Movement.** The budget includes a delay of \$600 million General Fund, originally planned to be available in 2023-24, to be spread out over three years at \$200 million annually from 2023-24 to 2025-26.

**Body-Worn Cameras.** The budget proposes \$9.8 million Motor Vehicle Account for the California Highway Patrol to implement a statewide body-worn camera program, which previously has been a pilot project.

**Zero Emission Vehicles (ZEV).** The Governor budget includes \$2.5 billion of General Fund reductions across various ZEV programs, which are partially offset by approximately \$1.4 billion in fund shifts to



Cap and Trade funds. (In addition, the budget includes a mechanism to allocate any additional discretionary Cap and Trade auction proceeds towards ZEV programs.) This lowers funding for zero-emission vehicles provided in the 2021 and 2022 Budget Acts from \$10 billion to \$8.9 billion over five years. More specifically, the reductions include the following:

- **Equitable Zero-Emission Vehicles and Infrastructure:** \$745 million General Fund, which is partially offset by a shift of \$535 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$2.1 billion (91 percent) for programs that expand ZEV infrastructure access in low-income neighborhoods.
- **Heavy-Duty Zero-Emission Vehicles and Supporting Infrastructure:** \$1.5 billion General Fund, which is partially offset by a shift of \$839 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$5.3 billion (89 percent) for programs that support drayage, transit and school busses, and port ZEVs and infrastructure.
- **Zero-Emission Mobility:** \$184 million General Fund, which is partially offset by a shift of \$25 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$180 million (53 percent) for sustainable community-based transportation equity projects.
- **Emerging Opportunities and Federal Programs:** \$133 million General Fund, which is partially offset by a shift of \$40 million to the Greenhouse Gas Reduction Fund. This maintains approximately \$1.3 billion (93 percent) to invest in demonstration and pilot projects in high carbon-emitting sectors.

### Committee Membership

With the commencement of the new legislative session, the Senate and Assembly leadership positions were reconfirmed. Senator Atkins remains the President Pro Tempore of the Senate and Assemblymember Rendon was reconfirmed as the Speaker of the Assembly. The Assembly Transportation Committee will still be chaired by Assemblymember Laura Friedman, and Assemblymember Vince Fong will serve as Vice Chair. The membership also includes Assemblymembers Berman, Carrillo, Davies, Gipson, Hart, Jackson, Kalra, Lowenthal, Nguyen, Sanchez, Wallis, Ward, and Wicks. In the Senate, the Senate Transportation Committee will still be chaired by Senator Lena Gonzalez and Senator Roger Niello will serve as Vice Chair. The membership also includes Senators Allen, Archuleta, Becker, Blakespear, Cortese, Dahle, Dodd, Limon, McGuire, Newman, Nguyen, Seyarto, Umberg, and Wahab.

### Upcoming Bill Deadlines

**February 17** – Last day for bills to be introduced.

**March 30** – Spring Recess begins upon adjournment

**April 10** – Legislature reconvenes from Spring Recess

**April 28** – Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

Below is a list of VCTC tracked newly introduced bills:

**AB 6 (Friedman D) Transportation planning.**

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.

**AB 7 (Friedman D) Transportation: funding: capacity projects.**

**Introduced:** 12/5/2022

**Status:** 12/6/2022-From printer. May be heard in committee January 5.

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.

**AB 295 (Fong, Vince R) Department of Transportation: maintenance projects.**

**Introduced:** 1/25/2023

**Status:** 1/25/2023-Read first time. To print.

**Summary:** Would authorize the Department of Transportation to enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by the department on roadways managed by the department, including activities related to roadside maintenance and the removal and clearing of material, as provided.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION</b> <b>STATE LEGISLATIVE MATRIX BILL SUMMARY</b> <b>February 3, 2023</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
AB 6 Friedman	Transportation planning	Monitor	May be heard in committee Jan. 5
AB 7 Friedman	Transportation funding: capacity projects	Monitor	May be heard in committee Jan. 5



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**ITEM # 13**

**February 3, 2023**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR**  
**SUBJECT: COMMISSIONER APPOINTMENTS TO FILL VACANCIES ON EXTERNAL ENTITIES**

**RECOMMENDATION:**

- Make Appointments as Follows:
  1. Appoint an alternate member to the California Vanpool Authority (CalVans)
  2. Single appointment to the California Association of Councils of Governments
  3. Appoint an alternate member to the Coastal Rail Coordinating Council

**BACKGROUND:**

The Ventura County Transportation Commission is a member of several State and regional transportation boards. From time to time, the Commission needs to make appointments to fill vacancies on those boards. What follows is information about each of the entities to which appointments need to be made, the positions that are available, the time commitment involved, and if a meeting stipend is provided. Historically, VCTC has not set a term length for these appointments but rather appointees serve at the pleasure of the Commission.

**California Vanpool Authority or CalVans**

CalVans is a Joint Powers Authority which operates vanpools within the jurisdictions of its member agencies, primarily for agricultural workers. Ventura County is one of the fifteen California counties that comprise CalVans.

As a member agency of CalVans, VCTC appoints a member to represent the area by serving on the thirteen-member Board of Directors. The CalVans Board meets the second Thursday of the month via teleconference.

CalVans does not provide a stipend however as the appointee represents VCTC the appointee is eligible for the \$100 daily meeting stipend provided by VCTC so long as the Commissioner has not exceeded the monthly two meeting maximum.

The appointment is for an alternate. VCTC's current primary board member appointment is Commissioner Jim White. The alternate member is currently vacant.

### California Association of Councils of Governments (CalCOG)

VCTC is a dues paying member of CalCOG. Much like the League of California Cities or CSAC, the California Association of Councils of Governments (or CALCOG) is a state association serving its member governmental agencies. CalCOG members include transportation commissions, regional transportation planning agencies, metropolitan planning organizations, and general-purpose councils of government.

Prior to the Pandemic, the CalCOG Board met in person about three times a year with one of those meetings held during the annual conference. Meetings typically last two hours, although a meeting to discuss strategic priorities (once a year) may take longer. Board members who want more involvement can get involved in committees as they arise.

Membership on the CALCOG Board will provide the board member with greater understanding of the issues facing regions across the state, the chance to network with other local officials, and the opportunity to assure that the policies of the state association reflect the needs of your region. As a dues paying member VCTC has one appointment to the CalCOG board of directors. Former Commissioner Carmen Ramirez had been VCTC's appointee to the CalCOG board before her tragic passing. The seat is now vacant so an appointment should be made.

CalCOG does not provide a stipend however as the appointee represents VCTC the appointee is eligible for the \$100 daily meeting stipend provided by VCTC so long as the Commissioner has not exceeded the monthly two meeting maximum.

### Coast Rail Coordinating Council (CRCC)

CRCC is coalition formed through a Memorandum of Understanding to improve the frequency, speed, reliability, and ease of use of passenger trains on the coastal route between San Francisco and Los Angeles. The CRCC membership is comprised of the Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), and Ventura County Transportation Commission (VCTC). SLOCOG serves as the administrative agency for the CRCC.

The CRCC Policy Committee meets quarterly with the meeting location rotating among member agencies.

CRCC does not provide a stipend however as the appointee represents VCTC the appointee is eligible for the \$100 daily meeting stipend provided by VCTC so long as the Commissioner has not exceeded the monthly two meeting maximum.

The appointment is for an alternate. VCTC's current primary Policy Committee member appointment is Commissioner Bryan MacDonald. The alternate member is currently vacant.



Item # 14

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CAITLIN BROOKS, PROGRAM MANAGER-TRANSPORTATION PLANNING &  
AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**

**SUBJECT: VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

**RECOMMENDATION:**

- Accept the Ventura County Comprehensive Transportation Plan (CTP) and provide direction to staff to amend the plan to incorporate comments from the public and advisory committees for full adoption at a future date.

**BACKGROUND:**

The Ventura County Comprehensive Transportation Plan (CTP) is a long-range planning document originally adopted by the Ventura County Transportation Commission (VCTC) in 2013 to plan for the future of transportation in the County over the next 30 years. The 2023 CTP Update incorporates socioeconomic data, community priorities, and local transportation solutions, placing a special emphasis on inclusion of disadvantaged and underserved communities to create a more equitable transportation future for all.

In October 2019, the Commission approved submittal of a Grant application to the Caltrans Sustainable Transportation Planning Grant Program and authorized the use of up to \$51,615 in Local Transportation Funds (LTF) for local match should a grant be awarded to VCTC. Caltrans announced a grant award to VCTC on June 18, 2020. In September 2020, VCTC authorized the Executive Director to execute a contract with Caltrans to accept the grant award to update the CTP. The Sustainable Transportation Planning Grant of \$398,385, combined with the local cash match of \$51,615, provides \$450,000 for VCTC to update the CTP. On March 1, 2021, the Commission approved a contract with IBI Group to update the CTP in an amount not to exceed \$449,980.

**DISCUSSION:**

Throughout 2021 and 2022, VCTC staff and the consultant team conducted extensive stakeholder and public engagement, research and analysis to develop the draft CTP update. The draft CTP was posted on the VCTC website [goventura.org/ctp](http://goventura.org/ctp) for public review on December 2, 2022, with comments due by January 10, 2023. In addition to a public outreach campaign, VCTC staff provided written and oral public comments to announce the draft's availability at each of the ten City Council meetings and one County of

Ventura Board of Supervisors hearing. The robust community engagement effort led to substantial feedback on the draft plan and requests from partner agencies for additional time to review the document. The project team received approximately 40 individual and agency comment submissions containing over 300 unique and substantive comments and has worked to revise the draft CTP and incorporate public comments.

Grant funding from the Caltrans Sustainable Transportation Planning Grant program requires that the CTP is presented to the Commission to adopt, accept, or reject the final plan by February 28, 2023. Given the short timeline to incorporate public and agency feedback by the Commission agenda deadline, combined with additional unanticipated circumstances regarding consultant team turnover (IBI's key personnel/project manager left the firm in December 2022), VCTC staff recommends that the Commission accept the CTP and direct staff to amend the document to incorporate the feedback received by the public and technical advisory committees. This extension to formally adopt the CTP at a future meeting will also allow the project team to build into the final document recommendations from several ongoing VCTC and partner agency planning efforts, such as the final VCTC Transit Integration and Efficiency Study, VCTC Zero Emission Bus Transition Plan, City of Ventura Active Transportation Plan, County of Ventura Active Transportation Plan, and City of Oxnard Sustainable Transportation Plan. It will also allow the Board's new Commissioners ample time to review the draft and provide input on important policy questions before adopting a final amended plan, such as the trade-offs between capacity enhancements, congestion relief, and reducing the impacts of travel on the environment. Moving forward, staff will continue to collaborate with local agencies to incorporate their feedback and bring a final amended Comprehensive Transportation Plan back to the Board for adoption at a future date. This approach allows VCTC to meet contractual grant obligations to Caltrans while also giving public and agency feedback and Commission input due attention and consideration.

Staff would like to thank Caltrans for funding the Comprehensive Transportation Plan Update but would most importantly like to thank the members of the Local Advisory Committees and Regional Advisory Committee who dedicated their time to guide the document throughout the public process.

Questions or comments can be directed to Amanda Fagan, Director of Planning and Sustainability at [afagan@goventura.org](mailto:afagan@goventura.org) or Caitlin Brooks, Program Manager at [cbrooks@goventura.org](mailto:cbrooks@goventura.org).





**Item # 15**

**February 3, 2023**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

**SUBJECT: DRAFT TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES)**

**RECOMMENDATION:**

- Receive and file the draft Transit Integration and Efficiency Study.
- Provide direction on the preferred alternative(s) or roadmap forward.

**DISCUSSION:**

At the February 2021 Commission meeting, the Commission selected Fehr and Peers to lead the Transit Integration and Efficiency Study (TIES), with the goal of evaluating ways to improve the region's public transit network. The study focuses on strategies both to improve economic/operational efficiencies as well as potential opportunities for service integration with the goal to grow ridership and/or improve rider experience for people who are current or future customers of the various transit providers in Ventura County.

This study was initiated at the request of the Commissioners with the goals listed above to address some of the issues listed below:

- COVID-19 created an unparalleled impact on public transit operations, finances, and ridership. All of Ventura County's nine transit operators experienced significant drops, ranging from 60% to 85%. Since then, ridership has begun recovering but is still not to pre-pandemic levels, particularly for regional rail ridership.
- The pandemic has also underscored systemic race and equity issues nationwide, including for public transit which has historically served under-represented communities and communities of color. VCTC staff will continue to identify and advise the Commission on equity and access issues, particularly related to future federal and state public transit funding.
- Even before the pandemic, transit in southern California was facing significant challenges with overall declining ridership and increasing costs. A 2018 Southern California Association of Governments (SCAG) transportation study prepared by UCLA's Institute of Transportation Studies linked the significant growth in personal automobile ownership, facilitated by low-cost automobile financing, as a major reason why people were driving instead of taking the bus. To

illustrate the point, the study noted that from 1990 – 2000 the population of the six county Southern California Association of Governments (SCAG) region (which includes Ventura county) increased by 1.8M people, and 456,000 household vehicles (or roughly a 4-1 ratio of people to cars; however, from 2000 – 2015 the population grew by 2.3M people and 2.1M household vehicles (a nearly one to one ratio of people to cars).

As part of the study process, the consultant team conducted individual Commissioner interviews, held Operator Working Group meetings with transit partners and agency staffs, completed an Existing Conditions report, conducted multiple surveys, held meetings with all ten city managers, and analyzed the latest transit trends and travel demand data both near and medium term.

The Commission has since received four updates on the TIES, most recently at the March 2022 meeting, where the direction shifted to ensure inclusion of consolidation of transit services as one of the alternatives.

At this time, the TIES draft report is complete and includes the following alternatives:

- **Alternative 1: Partial consolidation**
  - Subregional Demand-Response (paratransit and dial-a-ride) Consolidation and Increased Agency Coordination
  - Consolidate East County demand-response services into ECTA as a new, formalized organization. All other agency-cities retain administrative control of fixed-routes.
- **Alternative 2: Moderate Consolidation**
  - Countywide Paratransit, and Subregional Fixed-Route Consolidation
  - Consolidate all demand-response (paratransit and dial-a-ride) operations into a new countywide agency. Consolidate fixed-route operations by geography with Simi Valley, Thousand Oaks, Moorpark, and VCTC East County Route becoming an east county transit agency, and all other services being consolidated with Gold Coast Transit District.
- **Alternative 3: Full Consolidation**
  - Consolidate all transit operations into Gold Coast Transit District. VCTC remains with only RTPA/Transportation Commission functions.

It should be noted that strategies within Alternatives 2 and 3 need further analysis before moving forward, such as in-depth financial analysis and comprehensive operational analysis.

Included under separate cover is the draft Ventura County Transit Integration and Efficiency Study (TIES), which includes chapters on the following:

- Transit Integration and Efficiency Overview
- Transit in Ventura County from the Rider Perspective
- Transit Operations and Administration
- Alternatives and Strategies
- Financial Risk Comparison of Alternatives
- Transition and Governance

This initial draft was reviewed by the cities and transit operators and the updated draft includes comments and revisions that were received.

The TIES can be used as a “roadmap” for transit in Ventura County through incremental improvements or any one of the alternatives can be selected as the path forward. VCTC staff is looking for direction from the Commission on the preferred path forward. At this point, VCTC staff would recommend using the TIES as a “roadmap”, starting with Alternative 1 and working towards Alternatives 2 and 3 in the future. Based on feedback received by the operators, it was determined that beginning with Alternative 3, in

particular, would be ill-advised before doing further analysis. Therefore, using the TIES as a “roadmap” to incremental integration and consolidation would allow for further analysis to take place while still implementing strategies in Alternative 1. Collaboratively moving forward in this way would allow continued incremental progress toward improving transit while recovering from the effects of the pandemic.



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Item #16

February 3, 2023

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**

**SUBJECT: ZERO EMISSION BUS ROLLOUT UPDATE AND DRAFT PLAN**

**RECOMMENDATION:**

- Receive and file the draft Zero-Emission Bus (ZEB) modeling report.
- Approve hydrogen fuel cell as the preferred technology path for VCTC Intercity.
- Approve battery electric as the technology path for the Valley Express service consistent with approval by the Heritage Valley Policy Advisory Committee.

**DISCUSSION:**

In 2019, the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation went into effect, which requires all public transit agencies to gradually transition to a 100% zero-emission bus fleet by 2040. Under this regulation, a small transit agency (such as VCTC) is required to submit a board-approved Zero-Emission Bus Rollout Plan (Rollout Plan) to CARB by June 30, 2023. A Rollout Plan describes how a transit agency plans to achieve full transition to ZEB technologies. ZEB Rollout Plans include information on the types and technology of ZEBs to be purchased, their purchase schedule, timing of their operation in Disadvantaged Communities (as defined by CalEnviroScreen), a schedule for related infrastructure build-out, potential funding sources and training plans. A ZEB Rollout Plan allows a transit agency to plan ahead, familiarize itself with available ZEB technologies, and to learn about potential challenges and available solutions for a smooth transition. Information gathered from the Rollout Plans will also guide the State in developing incentive funding plans, inform utilities on potential electrical and infrastructure needs, and educate the general public on environmental benefits of ZEB technologies.

The CARB ICT regulation requires small agencies like VCTC to begin purchasing ZEBs in 2026 (25% of new purchases); starting in 2029, 100% of bus purchases must be ZEBs. Nonetheless, the CARB ICT rule exempts cutaways (operated by the Valley Express), motorcoaches (operated by VCTC Intercity) and articulated buses to at least 2026 (or later) if no Altoona emissions tested vehicles are available. At this time, there are no Altoona tested hydrogen cutaways or motorcoaches available. The ICT regulation also provides exemptions for agencies based on lack of feasible vehicle alternatives, challenging terrain, operating profiles that aren't feasible with zero emission alternatives, and other challenges.

In June 2022, VCTC entered into an agreement with Stantec Consulting Services Inc. (Stantec) to prepare the Zero Emission Bus Plan for both the Valley Express and VCTC Intercity bus services. The

Plan aims to determine the most capital cost-effective approach to a 100% bus fleet with zero emission propulsion, specifically looking at battery-electric or hydrogen fuel cell-electric technology.

### **VCTC INTERCITY SERVICE:**

After completing route modeling and bus simulations, VCTC staff and the consultant team recommend moving forward with hydrogen fuel cell as the preferred technology path for the reasons described below:

- Gold Coast Transit District is moving forward with hydrogen fuel cell as their technology path and plan to invest in hydrogen fueling at their Oxnard facility that VCTC can take advantage of.
- VCTC does not own a bus depot or maintenance facility, and it would not be prudent to invest in the current facility, which is also likely too small for battery electric infrastructure.
- The modeling results are significantly better for hydrogen fuel cell technology than battery-electric technology. 83-86% of service can be successfully completed with hydrogen fuel cell buses, whereas only 40-49% of service can be successfully completed with battery-electric buses.

Also of note, as part of their Transit Intercity and Rail Capital Program (TIRCP) grant award, the Santa Barbara County Association of Governments (SBCAG) has purchased five battery-electric buses to be used on the Coastal Express service. VCTC is working closely with SBCAG regarding these buses, including on the charging infrastructure. SBCAG has invested in a facility in Goleta to charge these buses, but VCTC is also looking to invest in infrastructure to charge these buses in Ventura County, which is operationally more efficient. The planning of this effort is being included in the City of Camarillo's ZEB Plan, as we intend to coordinate charging at one location. These battery-electric motorcoaches also help offset VCTC's future ZEB purchase requirements.

Additionally, in comparison to vehicles used for fixed-route services (such as 40-foot heavy-duty urban buses), the development of zero emission technology for motorcoaches, which the VCTC Intercity Service utilizes, is not as far along. Some issues with hydrogen fuel cell motorcoaches are:

- No hydrogen motorcoaches are available in the US and the model that does exist is only approved for operation in Europe and is 35 feet rather than 45 feet that VCTC uses.
- In order to apply for federal Low-No grant funds, vehicles need to be Altoona tested. As none are, VCTC is unable to apply for the current funding, making it hard to secure funding and meet the ICT deadlines.
- Hydrogen fuel cell buses are more expensive than battery electric buses.
- Due to the length of VCTC's routes, the modeling shows that only 86% of the service could be serviced with hydrogen vehicles without needing to purchase additional vehicles.

Based on the reasons listed above, VCTC recommends moving forward with planning to transition the fleet to hydrogen fuel cell vehicles. Attached is the draft modeling report.

### **VALLEY EXPRESS:**

At the December 12, 2022 Heritage Valley Policy Advisory Committee (HVPAC) meeting, the committee voted to move forward with battery-electric as the preferred technology path for the reasons described below:

- No hydrogen cutaways are currently available on the market. The only hydrogen cutaway being tested by a transit agency is a gasoline retrofit.
- Hydrogen passenger vans are less mature than battery electric vehicles and not Altoona tested.
- The infrastructure needed to support hydrogen fueling is likely infeasible due to cost (generally over \$5 million), not owning the current Valley Express bus facility and distance from the Gold Coast Transit District facility in Oxnard, which plans to support hydrogen fueling).

As battery-electric cutaway vehicles are available on the market and being used by transit agencies across the state, HVPAC approved moving forward with planning to transition the fleet to battery-electric vehicles.

Though battery-electric vehicles are a more viable option compared to hydrogen fuel cell vehicles for this service, there are still some significant obstacles to overcome, particularly operating range. By conducting vehicle simulations, the Stantec team found that while 90% of service blocks for Valley Express service could be successfully electrified, when considering the totality of what vehicles are assigned to on an average day (i.e., several blocks throughout the day), then the success rate drops to 44%. In other words, only about 44% of Valley Express's service could be successfully electrified with battery-electric technology without needing to purchase additional vehicles and drastically alter vehicle scheduling and dispatching.

Additionally, in comparison to vehicles used for fixed-route services, the technology for cutaways and vans, is not as far along. Some issues with battery-electric cutaways and vans are:

- Vehicles have small batteries, typically less than 100 kWh, limiting operating ranges.
- There is no fast on-route charging potential.
- Few agencies have actually deployed battery electric cutaways or vans – therefore there is limited amount of information.
- \$200,000+ for ZE cutaways (about double compared to fossil fuel).
- \$100,000+ for passenger vans (about double compared to fossil fuel).

Perhaps the most significant factor is that VCTC and the member agencies do not own the current operating facility, and currently no opportunities are available to charge vehicles in the area. As it is not prudent to invest in the current facility, rented by the operator, VCTC and the Valley Express member agencies will have to work together to find an appropriate location to charge.

Due to the limitations listed above, it is quite possible that the Valley Express will require an exemption from CARB to provide extra time to transition the fleet to ZEBs.

#### **NEXT STEPS:**

After the fuel path is selected, Stantec will complete the ZEB Rollout Plan, including the ICT Plan for VCTC's submission to CARB and identifying implementation steps.