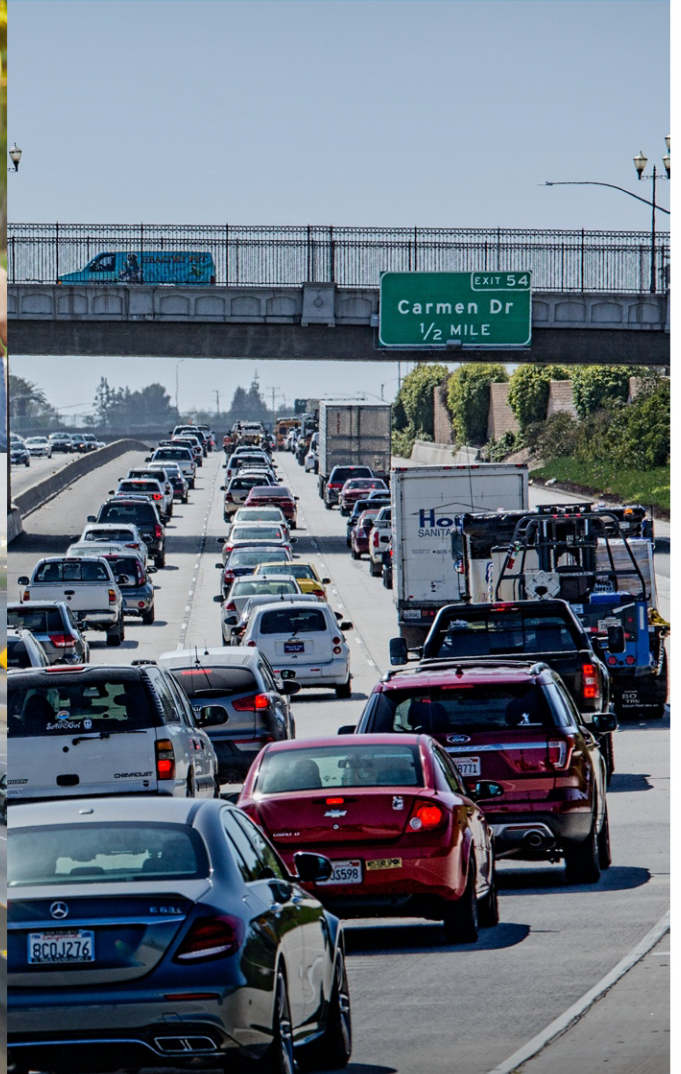


2024 State Transportation Improvement Program

Regional Transportation Improvement Program (RTIP)

Ventura County



Ventura County Transportation Commission

December 2023



Ventura County Transportation Commission

December 13, 2023

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Ventura County 2024 RTIP Submittal

Dear Ms. Taylor:

The Ventura County Transportation Commission (VCTC) hereby submits the adopted Ventura County 2024 Regional Transportation Improvement Program (RTIP). The 2024 RTIP was adopted by VCTC on November 3, 2023 and was developed working cooperatively with stakeholders, Caltrans District 7, local agencies in Ventura County and the public.

For the 2024 RTIP, VCTC proposes to program an additional \$1,343,000 for planning, programming and monitoring (PPM) and \$4,667,000 for the Camarillo Central Avenue Bike Lanes project.

Under VCTC's adopted policy, the US 101 Improvement project is Ventura County's priority for STIP funds. Without a source of local funds, the STIP provides a relatively small portion of what is required for the full project. Nevertheless, the objective is to accumulate STIP funds and apply them to "Early Action" items for the US 101 project. Therefore, after subtracting \$7,060,000 for PPM and the Camarillo Central Avenue Bike Lanes project, the remaining unprogrammed \$100,797,000 in RIP funds would be carried over for future use on the US 101 project. The US 101 environmental clearance is currently underway and is anticipated to be completed near the end of 2024, thus allowing the nomination of a specific "Early Action" improvement phase for the 2026 STIP.

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

Sincerely,

Martin R. Erickson
Executive Director

cc: Gloria Roberts, Caltrans District 7
Sudha Kodali, Caltrans HQ
Kome Ajise, SCAG

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

State law requires the adoption and submittal of a five-year Regional Transportation Improvement Program (RTIP) by December 15 of each odd-numbered year. The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the RTIP for Ventura County working cooperatively with Caltrans. The RTIP is the regional component of the State Transportation Improvement Program (STIP) and is comprised of a five-year list of capital improvement projects that begins July 1, 2024 (FY 2024/25) and ends June 30, 2029 (FY 2028/29). For the 2024 RTIP, VCTC proposes to program an additional \$1,343,000 for planning, programming and monitoring (PPM) and \$4,667,000 for the Camarillo Central Avenue Bike Lanes project. Under VCTC's adopted policy, the US 101 Improvement project is Ventura County's priority for STIP funds. Without a source of local funds, the STIP provides a relatively small portion of what is required for the full project. Nevertheless, the objective is to accumulate STIP funds and apply them to "Early Action" items for the US 101 project. Therefore, after subtracting \$7,060,000 for PPM and the Camarillo Central Avenue Bike Lanes project, the remaining unprogrammed \$100,797,000 in RIP funds would be carried over for future use on the US 101 project. The US 101 environmental clearance is currently underway and is anticipated to be completed near the end of 2024, thus allowing the nomination of a specific "Early Action" improvement phase for the 2026 STIP.

Section 2. General Information

- **Regional Agency Name**
Ventura County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.goventura.org>
RTIP document link: <https://www.goventura.org/work-with-vctc/grant-opportunities/#rtip>
RTP link: <https://scag.ca.gov/connect-socal>
- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Martin R. Erickson
Title	Executive Director
Email	merickson@goventura.org
Telephone	805.642.1591 extension 123
- **RTIP Manager Staff Contact Information**

Name	Peter De Haan	Title	Programming Director
Address	751 E. Daily Drive, Suite 420		
City/State	Camarillo, CA		
Zip Code	93010		

Email pdehaan@goventura.org
Telephone 805.642.1591 extension 106

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

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

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Planning, programming and monitoring (PPM) activities conducted by VCTC staff and consultants were completed between the adoption of the 2024 RTIP and the adoption of the 2022 RTIP.

Project Name and Location	Description	Summary of Improvements/Benefits
Planning, programming and monitoring in Ventura County	Planning, programming and monitoring activities conducted by VCTC staff and consultants.	Timely implementation of planning, programming and monitoring activities

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	November 3, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

The Central Avenue Bike Lanes project and the future US 101 Improvement project are included in the 2020 - 2045 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy. The community was engaged to review and provide input using a robust community engagement process that included 28 public workshops, an extensive advertisement campaign, a telephone town hall meeting and a widely distributed online survey. SCAG considered input gathered during the community engagement process to ensure Connect SoCal addresses challenges faced by residents in the region. To ensure that underrepresented voices were involved in the planning process, SCAG also implemented a new grassroots outreach initiative to engage diverse constituencies across Southern California including children and

youth, individuals with access and functional needs, low-income communities of color, older adults, populations with limited English proficiency, and women and female-headed households. SCAG partnered with 18 community-based organizations to assist with workshop and survey outreach as well as hosting local gatherings for community members to provide input on the Connect SoCal plan. The various components of Connect SoCal were reviewed by SCAG's Regional Council and Policy Committees in a series of meetings. At their Nov. 7, 2019 meeting the Regional Council authorized the release of Connect SoCal and its accompanying Technical Reports for public review and comment. This final version of Connect SoCal, which incorporates adjustments based on feedback received during the public review process, was presented to the Regional Council on May 7, 2020 and approved for federal transportation conformity purposes only. On September 3, the Regional Council adopted Connect SoCal in full after an additional 120-day outreach and technical refinement period. The Central Avenue Bike Lanes project and the future US 101 Improvement project are also identified in other regional and local planning documents including the Ventura County Comprehensive Transportation Plan (2022) and the US 101 Communities Connected Study (December 2020). The community engagement effort conducted for these plans and recommended projects included a range of activities and tactics designed to involve a diverse number of Ventura County residents and to ensure that the input received was incorporated into the plans and the project selection process. Engagement opportunities included participation in regional and topic-specific advisory committees, multiple community surveys, walk audits, and pop-up events. Other tactical elements included a community contact database, digital outreach, webpage, digital campaigns, online survey tool, in-person public workshops, online public workshops, and public comments summary. All engagement was conducted with a bilingual approach to ensure Spanish-speaking residents had an equal opportunity to participate. In addition, VCTC staff worked with local agencies, SCAG and Caltrans to develop the draft 2024 RTIP. The VCTC Transportation Technical Advisory Committee (TTAC) reviewed and approved the 2024 RTIP on October 18, 2023, and the VCTC policy board approved the 2024 RTIP on November 3, 2023. Both meetings were advertised and open to the public.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.

Caltrans District: 7

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

Caltrans District 7 is an ex officio member of the VCTC policy board and is supportive of VCTC's proposed 2024 RTIP including the recommendation to carry over STIP funds for the US 101 Improvement project. Caltrans District 7 has been an active participant in the development of the US 101 Improvement project including assisting with the procurement process and development of the environmental document.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

Ventura County's 2024 STIP share includes a net carryover/unprogrammed balance of \$80,977,000 and new County Share formula distribution funds of \$26,880,000 through 2028/29 for a total amount of \$107,857,000.

- B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming and Monitoring (PPM)	Planning and programming activities performed by VCTC staff and consultants	\$1,343,000
Camarillo Central Avenue Bike Lanes	Construct Class II Bike Lanes on both sides of Central Avenue starting at the City limits and extending to the US-101 Freeway Northbound off-ramp, approximately 1,700 feet	\$4,667,000

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

The PPM project does not include other funding. All non-RTIP funds for the Camarillo Central Avenue Bike Lanes project have been committed to the project and do not require Commission approval.

		Other Funding					Total Project Cost
Proposed 2024 RTIP	Total RTIP	ITIP	STBG	CMAQ	City Funds	Fund Source 3	
Planning, Programming and Monitoring (PPM)	\$2,393,000						\$2,393,000
Camarillo Central Avenue Bike Lanes	\$4,667,000		\$326,000	\$317,000	\$688,000		\$5,998,000
							-
							-
							-
							-
							-
							-
							-
							-
							-
Totals	\$7,060,000	-	\$326,000	\$317,000	\$688,000	-	\$8,391,000

Notes: \$2,393,000 in Total RTIP PPM includes \$1,050,000 in existing PPM funds programmed during the 2022 STIP and \$1,343,000 in new PPM funds.

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

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

ITIP funding is not requested for the 2024 STIP.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

US 101 is Ventura County's most significant interregional highway and the primary freight transportation route and economic asset for Ventura County and the Central Coast region. US 101 serves a vital function as an alternate route to I-5 during all incidents and closures at the Grapevine in Southern California. It is also vital to local movement given the lack of alternative routes in rural areas. Given its importance to the region, the US 101 improvement project has been designated Ventura County's priority for STIP funds. The US 101 environmental clearance is currently underway and is anticipated to be completed near the end of 2024, thus allowing the nomination of a specific "Early Action" improvement phase for the 2026 STIP.

The Amtrak Pacific Surfliner and Coast Starlight trains provide vital intercity rail service in Ventura County. The most significant intercity rail capital improvement needs in the county include double tracking and a second platform at the Oxnard Station.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

Planned improvements on US 101 include interchange and intersection improvements at: Lynn Rd, Pleasant Valley Rd, Central Ave, Del Norte Blvd, Victoria Ave and California St.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

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

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

The Camarillo Central Avenue Bike lanes project will add 0.32 Class II bicycle lane-miles on a local road adjacent to US 101.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

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

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

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

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate

implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

The Camarillo Central Avenue Bike Lanes project supports the goals of the RTP/SCS as summarized in the table below.

RTP/SCS Performance Measures/Targets	Camarillo Central Avenue Bike Lanes	RTP/SCS Goals*
Reduces Vehicle Miles Travelled (VMT) per capita	✓	2, 5
Reduces Person Hours of Delay		2, 4
Reduces Travel Time		1, 2, 8
Reduces Truck Delay		1, 4
Increases Transit Mode Share		2, 8
Increases Walking and Biking Mode Share	✓	6, 7
Reduces Greenhouse Gas Emissions	✓	5, 6
Improves safety, security and resilience	✓	2, 3
Promotes Investment Effectiveness	✓	1, 3
<u>*RTP/SCS Goals</u> 1. Encourage regional economic prosperity and global competitiveness 2. Improve mobility, accessibility, reliability, and travel safety for people and goods 3. Enhance the preservation, security, and resilience of the regional transportation system 4. Increase person and goods movement and travel choices within the transportation system 5. Reduce greenhouse gas emissions and improve air quality 6. Support healthy and equitable communities 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options 10. Promote conservation of natural and agricultural lands and restoration of habitats		

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

2024 STIP-RTIP SCAG Regional Level Performance Evaluation

Pursuant to the State Transportation Improvement Program (STIP) guidelines recently adopted by the California Transportation Commission (Commission), the Southern California Association of Governments (SCAG) is pleased to submit the requested regional performance evaluation for SCAG region's 2024 STIP.

SCAG is the largest Metropolitan Planning Organization (MPO) in the country and the region is home to approximately 19 million Californians. SCAG region's STIP includes several, often partial projects included in SCAG's 2020 Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS). The RTP/SCS meets the GHG targets established by the California Air Resources Board (CARB) pursuant to Senate Bill 375 (SB 375) specific to the SCAG region. Given these projects are drawn from the conforming RTP/SCS, it is reasonable to affirm that these STIP projects move the region towards the successful implementation of the RTP/SCS. Please note the following related to the 2024 STIP-RTIP:

- The STIP-RTIP does not include system wide preservation investments. As such, it does not impact asset conditions on the State Highway System (SHS), local roads, or transit assets. However, life-cycle costs are considered in the analysis for the capital projects proposed by these STIP-RTIP Submittals.
- This STIP-RTIP does not include land use strategies and only modest transit and active transportation investments. Therefore, mode shift impacts are negligible.
- The STIP-RTIP includes several highway projects, several involving pricing on High Occupancy Toll (HOT) lanes. These projects work best in tandem with SCAG's RTP/SCS Travel Demand Management (TDM) strategies. As such, TDM strategies are included in the analysis.
- The STIP-RTIP does not include smart land use strategies or other broad based pricing strategies (mileage based user charges) included in the RTP/SCS. Therefore, impacts on several measures in the STIP guidelines are not considered (e.g., percent of housing and jobs within 0.5 miles of transit stops with frequent transit service).

The STIP guidelines list a number of measures to report, depending on available data and tools. A brief summary of the analysis results for the applicable measures is provided below.

Investment Effectiveness

The 2024 STIP benefit/cost (B/C) analysis for the SCAG region utilizes the Cal-B/C model to calculate regional network benefits. It calculates and aggregates scenario benefits after travel impacts are evaluated using a regional travel demand model. The benefit/cost ratio compares the incremental benefits with the incremental costs of transportation investments. The benefits are divided into several general categories, including:

- Savings resulting from reduced travel delay;

- Accident cost savings;
- Air quality improvements; and
- Reductions in vehicle operating costs

For these categories, the benefits of the 2024 STIP *Build* planning scenario are compared with the *No Build* planning scenario. Most of these benefits are a function of changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT). Costs included in the analysis reflect estimates of lifecycle costs including capital and ongoing operations and maintenance costs. The 2024 STIP provides a regional network-level benefit/cost ratio of 4.9. Benefits and costs are estimated over the planning period of fifty years.

The benefit/cost ratio does not include the benefits from the purchase of 100 zero-emission buses by the Los Angeles County Metropolitan Transportation Authority that will reduce GHG emissions by an additional 88,350 total metric tons.

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$2,173.8
Life-Cycle Benefits (mil. \$)	\$10,593.3
Net Present Value (mil. \$)	\$8,075.4
Benefit / Cost Ratio:	4.9

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$4,720.0	\$1,167.7	\$5,887.7	\$294.4
Travel Time Reliability Benefits	\$1,292.2	\$460.4	\$1,752.5	\$87.6
Veh. Op. Cost Savings	\$1,706.1	\$46.8	\$1,752.9	\$87.6
Accident Cost Savings	\$68.0	\$6.8	\$74.7	\$3.7
Emission Cost Savings	\$73.6	\$22.4	\$96.0	\$4.8
Journey Quality	\$15.7	n/a	\$15.7	\$0.8
Add'l Delay Savings	\$4.6	n/a	\$4.6	\$0.2
Add'l Safety Benefits	\$160.3	n/a	\$160.3	\$8.0
Health Benefits	\$105.5	n/a	\$105.5	\$5.3
Undetermined Benefits (No details provided)	n/a	n/a	\$743.3	\$37.2
TOTAL BENEFITS	\$8,146.0	\$1,704.0	\$10,593.3	\$529.7
Person-Hours of Time Saved			692,999,838	34,649,992

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y <small>Default = Y</small>
2) Travel Time Reliability? (y/n)	Y <small>Default = Y</small>
3) Vehicle Operating Costs? (y/n)	Y <small>Default = Y</small>
4) Accident Costs? (y/n)	Y <small>Default = Y</small>
5) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	Y <small>Default = Y</small>

	Tons Total Over 20 Years	Average Annual	Value (mil. \$) Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	2,835	142	\$0.3	\$0.0
CO ₂ Emissions Saved	1,792,404	89,620	\$64.2	\$3.2
NOX Emissions Saved	301	15	\$13.4	\$0.7
PM ₁₀ Emissions Saved	38	2	\$12.5	\$0.6
PM _{2.5} Emissions Saved	35	2		
SOX Emissions Saved	19	1	\$2.2	\$0.1
VOC Emissions Saved	434	22	\$1.1	\$0.1

VMT per Capita

Impacts are expected to maintain No Build scenario conditions.

Percent of congested VMT at or below 35 mph

Impacts are projected to reduce congested VMT by 0.1 percent.

Commute mode share (travel to work or school)

Impacts are expected to maintain No Build scenario conditions.

Asset Conditions (State Highway and Local Streets)

Based on the 2022 California Transportation Asset Management Plan, 7.9 percent of National Highway System (NHS) pavement lane miles are in poor conditions. The average Pavement Condition Index (PCI) for the region's local roads is 69 based on the 2022 Statewide Local Streets and Roads Needs Assessment. The STIP does not impact asset conditions in this cycle.

Percent of transit assets that have surpassed the FTA useful life period

Not applicable.

Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)

The full implementation of the region's STIP projects will improve travel time reliability since HOT lane implementations, auxiliary lanes, and interchange improvements have been shown to improve overall travel time reliability. However, it is not possible to estimate these impacts with current tools.

Fatalities

Not applicable.

Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service

The full implementation of the region's STIP projects will maintain the No Build scenario percentage of housing and jobs within 0.5 miles of frequent transit service.

Mean commute travel time (to work or school)

Impacts are projected to maintain No Build scenario conditions.

Change in acres of agricultural land

Not applicable.

GHG Impacts

Impacts are projected to maintain No Build scenario conditions.

The table on the next page summarizes the performance measures results as suggested by the RTP guidelines. Note that the table compares future conditions, as opposed to comparing to current condition, without the STIP-RTIP against future conditions with the STIP-RTIP. This allows for isolating the impacts of the STIP-RTIP without taking credit for other developments, such as improved fuel efficiencies or smart land use strategies.

Section 13. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

See Section 12A.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

See Section 12A

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

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

A project level evaluation was not conducted for the Camarillo Central Avenue Bike Lanes project because the project does not meet the funding and total cost thresholds that would require the evaluation.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

Planning, Programming & Monitoring (PPM): PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants and can be programmed up to a maximum of 5% of the county share. The 2024 STIP provides an additional \$899,000 in new PPM programming capacity for the four-year period starting FY 2024/25 and ending 2027/28, and an additional \$445,000 in FY 2028/29. Proposed programming of PPM funds is provided in Table 1.

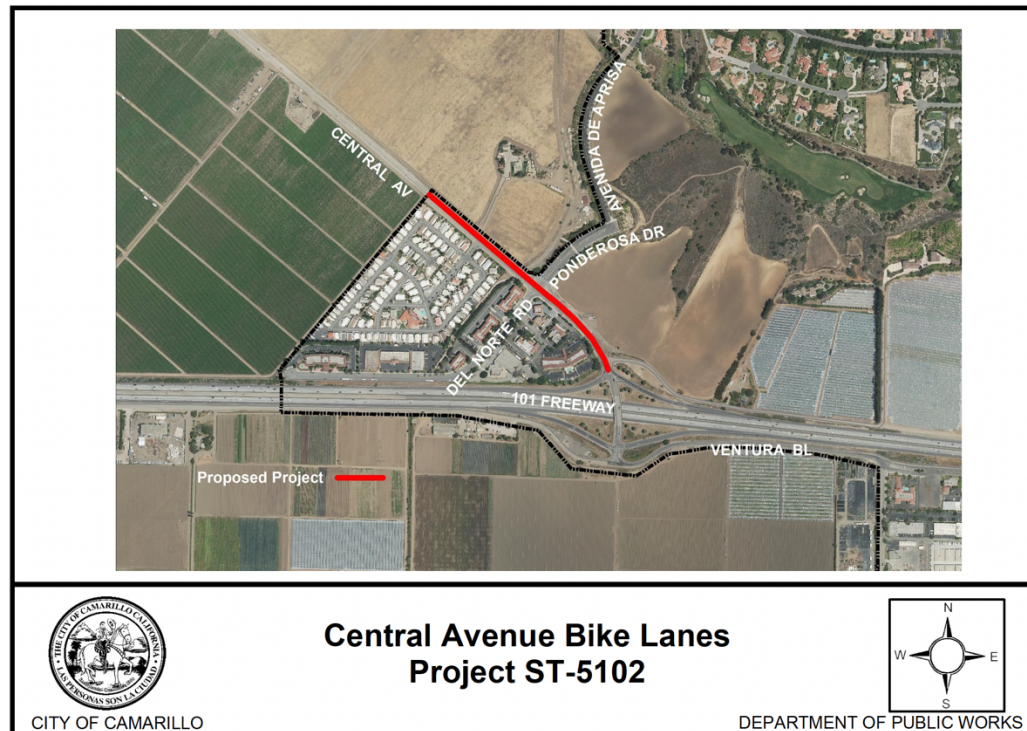
Table 1: Proposed Programming of 2024 STIP PPM Funds

	(\$1,000)					
	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	Total
Existing PPM funds Programmed in the 2022 STIP	\$350	\$350	\$350	\$0	\$0	\$1,050
Proposed Programming of New PPM funds	\$137	\$137	\$137	\$487	\$445	\$1,343
Proposed PPM funds for the 2024 STIP	\$487	\$487	\$487	\$487	\$445	\$2,393

Camarillo Central Avenue Bike Lanes: This project will construct Class II bicycle lanes on both sides of Central Avenue from the Camarillo City limits to the US 101 Freeway Northbound off-ramp (approximately 1,700 ft.). The project will attract bicycle riders as it provides for safe bicycle travel in an area where no bike lanes currently exist. The proposed project will connect a critical gap on Central Avenue between the existing unincorporated Ventura County bike lanes that end at the Camarillo City limits to the Springville Bike Path currently under design in the City of Camarillo. When both projects are complete, the project will create a continuous east-west bike network, connecting users from Oxnard, through unincorporated Ventura County and Camarillo to regional mass transit at the Camarillo Metrolink Station and to the north-south Class I Calleguas Creek Bike Trail.

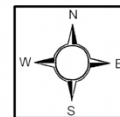
US 101 Improvement Project: Under VCTC's adopted policy, the US 101 Improvement project is the priority for STIP funds. Without a source of local funds, the STIP can only provide a relatively small portion of what is required for the full project. However, upon completion of the environmental document currently underway, it will be possible to program a portion of the accumulated carryover STIP balance of \$100,797,000 for a specific "Early Action" improvement phase of the US 101 Improvement project in the 2026 STIP.

CAMARILLO CENTRAL AVE BIKE LANES PROJECT LOCATION



CITY OF CAMARILLO

Central Avenue Bike Lanes Project ST-5102



DEPARTMENT OF PUBLIC WORKS

US 101 IMPROVEMENT PROJECT LOCATION



Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 17: Project Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 12/13/2023 13:44:39	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07				Ventura County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Ventura County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Andrew Grubb			805-388-5344	agrubb@cityofcamarillo.org	
Project Title					
Camarillo Central Avenue Bike Lanes					

Location (Project Limits), Description (Scope of Work)

In Ventura County, the City of Camarillo to construct Class II Bike Lanes on both sides of Central Avenue starting at the City limits and extending to the US-101 Freeway Northbound off-ramp (approximately 1,700 ft.).

Component	Implementing Agency				
PA&ED	City of Camarillo				
PS&E	City of Camarillo				
Right of Way	City of Camarillo				
Construction	City of Camarillo				
Legislative Districts					
Assembly:	38,42	Senate:	21	Congressional:	26
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					10/01/2022
Circulate Draft Environmental Document	Document Type				06/01/2024
Draft Project Report					10/01/2024
End Environmental Phase (PA&ED Milestone)					11/01/2024
Begin Design (PS&E) Phase					12/01/2024
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2025
Begin Right of Way Phase					12/01/2024
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2025
Begin Construction Phase (Contract Award Milestone)					10/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2027
Begin Closeout Phase					11/01/2027
End Closeout Phase (Closeout Report)					11/01/2028

Date 12/13/2023 13:44:39

Purpose and Need

This project will attract bicycle riders as it provides for safe bicycle travel in an area where no bike lanes currently exist. The proposed project will connect a critical gap on Central Avenue between the existing unincorporated Ventura County bike lanes that end at the Camarillo City limits to the Springville Bike Path currently under design in the City of Camarillo. When both projects are complete, the project will create a continuous east-west bike network, connecting users from Oxnard, through unincorporated Ventura County and Camarillo to regional mass transit at the Camarillo Metrolink Station and to the north-south Class I Calleguas Creek Bike Trail. The Camarillo Metrolink Station serves as a regional transit hub, providing users access from Camarillo to downtown Los Angeles (Union Station) and California State University Channel Islands.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	0.32

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-1	0	-1

District	County	Route	EA	Project ID	PPNO
07	Ventura County				
Project Title					
Camarillo Central Avenue Bike Lanes					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	319							319	
PS&E	911							911	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,998					5,998	
TOTAL	1,230		5,998					7,228	

Fund #1:	RSTP - STP Local Regional (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			326					326	
TOTAL			326					326	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,667					4,667	
TOTAL			4,667					4,667	
Fund #3:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			317					317	
TOTAL			317					317	

Fund #4:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Camarillo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			688					688	
TOTAL			688					688	
Fund #5:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Camarillo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	911							911	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	911							911	

Fund #6:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Camarillo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	319							319	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	319							319	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2023 13:45:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
07			9002	Ventura County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Ventura County						
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Peter De Haan			805-642-1591	pdehaan@goventura.org		
Project Title						
Planning, Programming and Monitoring						

Location (Project Limits), Description (Scope of Work)
Planning, programming, and monitoring.

Component	Implementing Agency				
PA&ED					
PS&E					
Right of Way					
Construction	Ventura County Transportation Commission				
Legislative Districts					
Assembly:	38,42	Senate:	21,27	Congressional:	24,26
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Date 12/13/2023 13:45:36

Purpose and Need

VCTC is requesting a continuation of PPM funding at the full 5% allowable share. VCTC utilizes these funds for planning and programming activities performed by VCTC staff and consultants. Unlike other larger counties, Ventura County does not have local sales tax revenue to draw on to fund these critical planning activities.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

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

District	County	Route	EA	Project ID	PPNO
07	Ventura County				9002

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Ventura County Transportation Comm
R/W									
CON									Ventura County Transportation Comm
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		487	487	487	487	445		2,393	
TOTAL		487	487	487	487	445		2,393	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Ventura County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		487	487	487	487	445		2,393	
TOTAL		487	487	487	487	445		2,393	

Section 18: 2024 RTIP Approval Meeting Minutes

DISCUSSION CALENDAR:

8E. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2023- PG.23

Recommendation:

- Receive and file a report on Santa Paula Branch Line updates for the month of October 2023.

Item 8E. SANTA PAULA BRANCH LINE MONTHLY UPDATES FOR OCTOBER 2023 was moved to the regular VCTC discussion calendar during the additions and revisions period for further discussion by the commission.

Amanda Fagan gave a PowerPoint presentation on item 8E. Santa Paula Branch Line Monthly Updates for October 2023. The commission received and filed the presentation.

9. VENTURA COUNTY REGIONAL IMPROVEMENT PROGRAM-SUBMITTAL FOR 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM-(STIP)- PG. 39

Recommendation:

- Approve the 2024 STIP submittal to the California Transportation Commission.

Peter De Haan gave a PowerPoint presentation on the Ventura County Regional Improvement Program-Submittal for 2024 State Transportation Improvement Program (STIP).

Commissioner Trembley moved to approve **Item 9. VENTURA COUNTY REGIONAL IMPROVEMENT PROGRAM-SUBMITTAL FOR 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**. The motions was seconded by **Commissioner Long** and the motion passed unanimously.

10. NOTICE OF HEARING REGARDING THE INTENTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION TO CONSIDER THE ADOPTION OF A RESOLUTION FINDING AND DETERMINING THAT THE PUBLIC INTEREST, CONVENIENCE AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN PROPERTY FOR PUBLIC PURPOSES-PG. 43

Recommendation:

- Conduct a hearing on the proposed Resolution 2023-10 of Ventura County Transportation Commission (VCTC) finding and determining that the public interest, convenience and necessity require the acquisition of certain property for public purposes; and
- Review the evidence presented, including this staff report and public comments, and close the hearing; and
- Adopt the attached Resolution 2023-10 authorizing the commencement of eminent domain proceedings so as to acquire the property discussed herein. This action requires an affirmative two-thirds (2/3) vote of the Commission.

Chair MacDonald opened the public hearing at 10:56 a.m. There were no public comments. Chair MacDonald closed the public hearing at 10:57 a.m.

General Counsel Steve Mattas along with Danny Mendoza, Real Estate Services Project Manager gave a PowerPoint presentation on item **10. NOTICE OF HEARING REGARDING THE INTENTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION TO CONSIDER THE ADOPTION OF A RESOLUTION FINDING AND DETERMINING THAT THE PUBLIC INTEREST, CONVENIENCE AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN PROPERTY FOR PUBLIC PURPOSES.**

Chair MacDonald re-opened the public hearing after the conclusion of the presentation at 11:05 a.m. There were no public comments. Chair MacDonald closed the public hearing at 11:06 a.m.

Commissioner Trembley moved to approve **Item 10. NOTICE OF HEARING REGARDING THE INTENTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION TO CONSIDER THE ADOPTION OF A RESOLUTION FINDING AND DETERMINING THAT THE PUBLIC INTEREST, CONVENIENCE AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN PROPERTY FOR PUBLIC PURPOSES.** The motion was seconded by **Commissioner Engler** and the motion passed unanimously.

Section 19: Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet¹

Executive Summary

An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2024 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates and a map.

The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the RTIP for Ventura County working cooperatively with Caltrans and local agencies. For the 2024 RTIP, VCTC proposes to program an additional \$1,343,000 for planning, programming and monitoring (PPM) and \$4,667,000 for the Camarillo Central Avenue Bike Lanes project. Under VCTC's adopted policy, the US 101 Improvement project is Ventura County's priority for STIP funds. Without a source of local funds, the STIP provides a relatively small portion of what is required for the full project. Nevertheless, the objective is to accumulate STIP funds and apply them to "Early Action" items for the US 101 project. Therefore, VCTC proposes to carry over the unprogrammed RTIP amount of \$100,797,000 for future use on the US 101 project. The US 101 environmental clearance is currently underway and is anticipated to be completed near the end of 2024, thus allowing the nomination of a specific "Early Action" improvement phase for the 2026 STIP.



¹ The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2024 RTIP Template).

The Camarillo Central Ave Bike Lanes project is expected to reduce greenhouse gas emissions and improve bicycle safety. US 101 improvements will reduce congestion, travel time and accidents, and improve mobility and travel time reliability. SB 535 disadvantaged and AB 1550 low-income communities located along the US 101 project segment will benefit from the improvements. Regionally, US 101 is a critical part of the local mobility and economic well-being of Ventura County. Known as Ventura County's "Main Street", US 101 serves as a conduit between Ventura County workers and jobs. Half of all population and jobs in the County are concentrated along US 101 and workers travel across the corridor to reach jobs in the cities of Ventura, Oxnard, Camarillo, and Thousand Oaks. Tens of thousands of US 101 corridor residents working beyond the County boundaries commute daily on US 101.

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2024 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.

The US 101 Improvements project and the Central Avenue Bike Lanes project are identified in the Connect SoCal Regional Transportation Plan as a transportation strategy to achieve the goals of the SCAG region. The region boasts one of the most comprehensive HOV lane systems but there are gaps that must be closed: the US 101 Improvement project will close a 27-mile gap in the region's HOV lane network. The Camarillo Central Avenue Bike Lanes project will increase alternative modes of travel reducing greenhouse gas emissions. Both projects are identified in regional and local planning documents including the Ventura County Comprehensive Transportation Plan (2022) and the US 101 Communities Connected Study (December 2020).

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

The Camarillo Central Avenue Bike Lanes project aligns with the Climate Action Plan for Transportation Infrastructure because it promotes increase use of active modes of transportation by constructing 0.32 Class II bicycle lane-miles to close a gap. The US 101 Improvement project aligns with the California Freight Mobility Plan because it promotes system resiliency by eliminating bottlenecks and enhances global competitiveness by improving travel time through the corridor. Caltrans has designated US 101 in Ventura County a Priority Interregional Highway and a Strategic Interregional Corridor in the California Interregional Transportation Strategic Plan. US 101 provides access to the Critical Urban Freight Corridor that terminates at the Port of Hueneme, the only deep-water seaport between Los Angeles and the Bay Area.