



VENTURA COUNTY TRANSPORTATION COMMISSION
Transportation Technical Advisory Committee (TTAC)
VCTC Large Conference Room
751 East Daily Drive, Suite 420
Camarillo, CA
Wednesday, February 21, 2024
1:30 p.m.

AGENDA

(Action may be taken on any item listed on the agenda)

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENT**
- ITEM 3 PUBLIC COMMENT**
Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for facts or to be placed on the subsequent agenda for consideration.
- ITEM 4 AGENDA ADJUSTMENTS**
- ITEM 5 ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON**
Recommended Action:
- Nominate and elect officers to the Committee.
- Responsible Staff: Peter De Haan**
- ITEM 6 APPROVAL OF MINUTES**
Recommended Action:
- Approve the meeting minutes from October 2023.
- Responsible Staff: Jeni Eddington**
- ITEM 7 2024 MEETING SCHEDULE**
Recommended Action:
- Receive and file.
- Responsible Staff: Peter De Haan**
- ITEM 8 CALTRANS LOCAL ASSISTANCE VERBAL UPDATE**
Recommended Action:
- Receive and file.
- Responsible Staff: Robert Wong, Caltrans**
- ITEM 9 NOMINATION OF PROJECTS FOR SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONWIDE CALL FOR PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ)/CARBON REDUCTION PROGRAM (CRP)/ SURFACE TRANSPORTATION PROGRAM (STP) FUNDS; APPROVAL OF PROJECTS FOR**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS

Recommended Action:

- Recommend that the Commission authorize VCTC staff to submit \$12,208,714 to the Southern California Association of Governments (SCAG) for its federal programs call for projects, based on the priorities shown in Attachment A.
- Recommend that the Commission approve \$1,000,000 in TDA Article 3 Bicycle and Pedestrian funds for the two projects designated in Attachment A, with the estimated \$750,000 in available FY 2024/25 split equally between the projects, and the remainder to come, if still needed, from the FY 2025/26 funds.
- Recommend that the Commission authorize staff to make minor modifications to the program for SCAG submittal to adjust fund types and other items based on issues that may arise during the SCAG process.

Responsible Staff: Heather Miller

ITEM 10 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM EQUITY ANALYSIS

Recommended Action:

- Receive and file.

Responsible Staff: Geiska Velasquez

ITEM 11 STATUS OF FEDERAL SURFACE TRANSPORTATION PROGRAM (STP), CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECTS, HIGHWAY IMPROVEMENT PROGRAM (HIP), AND COVID RELIEF AND RECOVER ACT (CRRSA) PROJECTS

Recommended Action:

- Receive and file.

Responsible Staff: Peter De Haan

ITEM 12 FUTURE AGENDA ITEMS

- Periodic Highway Construction Updates
- Regional Transportation Funding & Planning
- Transportation Emergency Response (Fire and Flood Seasons)
- Roundtable of Active Transportation Plans
- Planning for Future Active Transportation Program Grants
- Regional Transportation Funding & Planning
- Construction Project Updates (upon completion)
 - Santa Paula Branch Line Bike Trail (City of Ventura)
 - Rice Street Grade Separation Project

ITEM 13 ADJOURNMENT

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Item 5

DATE: JANUARY 17, 2024
MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, DIRECTOR OF PROGRAMMING
SUBJECT: ELECTION OF OFFICERS

RECOMMENDATION

- *Nominate and elect officers to the committee.*

BACKGROUND

The Chair and Vice Chair shall be elected from among the Transportation Technical Advisory Committee (TTAC) representatives by majority vote. Nomination and selection of the new officers will occur during this meeting with the newly elected chair and vice chair taking their seats immediately.

Below is a recent history of officers.

2023

Chair – Chris Kurgan, County of Ventura
Vice Chair – James Campero, City of Camarillo

2022

Chair – Nader Haydari, City of Thousand Oaks
Vice Chair – Chris Kurgan, County of Ventura

2021

Chair – Justin Link, City of Simi Valley
Vice Chair – Nader Haydari, City of Thousand Oaks

2020

Chair – Ken Matsuoka, City of Camarillo
Vice Chair – Justin Link, City of Simi Valley

2019

Chair – Sean Corrigan, City of Moorpark
Vice Chair – Ken Matsuoka, City of Camarillo

2018

Chair – Dave Fleisch, County of Ventura
Vice Chair – Sean Corrigan, City of Moorpark

2017

Chair - Cliff Finley, City of Thousand Oaks
Vice Chair – Tom Mericle, City of Ventura



VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

VCTC Large Conference Room
751 East Daily Drive, 4th Floor, Camarillo

Wednesday, October 18, 2023
1:30 PM

Item 6

MEETING MINUTES

- MEMBERS PRESENT:** James Campero, City of Camarillo (Chair)
Debbie O’Leary, City of Oxnard
Charles Cable, City of Port Hueneme
Justin Link, City of Simi Valley
Mike Tohidian, City of Thousand Oaks
Ben Emami, County of Ventura
Adam Vega & Rodrigo Zaragoza, Port of Hueneme
- MEMBERS ABSENT:** City of Fillmore
City of Moorpark
City of Ojai
City of Santa Paula
City of Ventura
- EX OFFICIO PRESENT:** Robert Wong, Caltrans District 7
- EX OFFICIO ABSENT:** California Highway Patrol
Ventura County Air Pollution Control District
- VCTC STAFF PRESENT:** Peter De Haan, Director of Programming
Amanda Fagan, Director of Planning and Sustainability
Heather Miller, Program Manager
Geiska Velasquez, Programming Analyst

- ITEM 1 CALL TO ORDER**
Chair Campero called the meeting to order at 1:34 p.m.
- ITEM 2 INTRODUCTIONS AND ANNOUNCEMENTS** – None.
Heather Miller updated the committee on programming opportunities and deadlines.
- ITEM 3 PUBLIC COMMENTS** – None.
- ITEM 4 AGENDA ADJUSTMENTS** – None.
- ITEM 5 APPROVAL OF MINUTES**

ACTION:
O’Leary, moved, seconded by Tohidian, that the committee approve the August 2023 meeting minutes. The motion passed unanimously.

ITEM 6 CALTRANS DISTRICT 7 LOCAL ASSISTANCE UPDATE

Robert Wong updated the committee on 1) Fund Transfer Agreements, 2) current staffing, 3) projects application deadlines, and 4) upcoming workshops.

ITEM 7 STREETLIGHT INSIGHT | BIG DATA PILOT PROGRAM

The committee received a presentation on the Streetlight Insight Big Data Pilot Program and the ClearGuide dashboard and tools including 1) project background, 2) project goals, 3) licensing, and 4) the training schedule. The committee discussed the differences between the Streetlight Insight program and the ClearGuide program.

ITEM 8 VENTURA COUNTY REGIONAL IMPROVEMENT PROGRAM – SUBMITTAL FOR 2024 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

ACTION:

O’Leary moved, seconded by Tohidian, that the committee approve the 2024 STIP submittal to the California Transportation Commission. The motion passed unanimously.

ITEM 9 STATUS OF CONGESTION MITIGATION AND AIR QUALITY (CMAQ), SURFACE TRANSPORTATION BLOCK GRANT (STBG/STP), AND CARBON REDUCTION PROGRAM (CRP) PROJECTS

Heather Miller reviewed the status of CMAQ and STBG/STP, and CRP Projects and requested that members provide her with a project update.

ITEM 10 STATUS OF 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Geiska Velasquez provided a status of the 2025 FTIP update and requested that committee members provide updated 2025 FTIP Project Sheets.

ITEM 11 FUTURE AGENDA ITEMS – For Discussion

- Rice Avenue Grade Separation Project (December 2023)
- Transportation Emergency Response (Fire and Flood Seasons)
- Roundtable of Active Transportation Plans
- Planning for Future Active Transportation Program Grants
- Regional Transportation Funding & Planning
- Construction Project Updates (upon completion)
- Caltrans Training

ITEM 12 ADJOURNMENT

Chair Campero adjourned the meeting at 2:41 p.m.



Item 7

DATE: JANUARY 21, 2024
MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: 2024 TTAC MEETING SCHEDULE

RECOMMENDATION

- *Receive and file.*

DISCUSSION:

The 2024 meeting schedule continues the practice of meeting on the third Wednesday of the month at 1:30 p.m. in the Ventura County Transportation Commission's large conference room at 751 East Daily Drive, Suite 420 in Camarillo.

January 17
April 17
July 17
October 16

February 21
May 15
August 21
November 20

March 20
June 19
September 18
December 18



Item 9

February 21, 2024

**MEMO TO: TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
HEATHER MILLER, PROGRAM MANAGER**

**SUBJECT: NOMINATION OF PROJECTS FOR SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS (SCAG) REGIONWIDE CALL FOR PROJECTS FOR
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)/CARBON
REDUCTION PROGRAM (CRP)/ SURFACE TRANSPORTATION PROGRAM
(STP) FUNDS; APPROVAL OF PROJECTS FOR TRANSPORTATION
DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS**

RECOMMENDATION:

- Recommend that the Commission authorize VCTC staff to submit \$12,208,714 to the Southern California Association of Governments (SCAG) for its federal programs call for projects, based on the priorities shown in Attachment A.
- Recommend that the Commission approve \$1,000,000 in TDA Article 3 Bicycle and Pedestrian funds for the two projects designated in Attachment A, with the estimated \$750,000 in available FY 2024/25 split equally between the projects, and the remainder to come, if still needed, from the FY 2025/26 funds.
- Recommend that the Commission authorize staff to make minor modifications to the program for SCAG submittal to adjust fund types and other items based on issues that may arise during the SCAG process.

BACKGROUND:

In December 2022, VCTC completed its project selection process for CMAQ and CRP projects using funds made available by the federal Infrastructure Investment and Jobs Act (IIJA). The project selection process also programmed the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds for Fiscal Year (FY) 22/23 and FY 23/24. The Commission approved programming over \$50.1 million for selected projects, and also adopted a Shelf List containing the \$1,469,949 unfunded balance of the Port of Hueneme North Shoreside Power System.

As has been previously discussed, in 2021 the Federal Highway Administration (FHWA) notified Caltrans that multi-county MPOs such as SCAG should play a more active role in the selection of projects to be funded with the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program that are destined to Ventura County. Later, FHWA notified Caltrans and the Southern California Association of Governments (SCAG) that SCAG had until July 2023 to adopt a new process for selection of CMAQ and Surface Transportation Program

(STP) projects whereby projects are prioritized on a regional basis. Since VCTC was established in 1989, it had received a specific apportionment of these funds and submitted the recommended project list to SCAG for review and approval as specified in the state law governing county transportation commissions.

It was understood that programming actions for STP and CMAQ that occur prior to the June 2023 deadline would be grandfathered in, and the funding will be secured for those projects. As a result, the county transportation commissions were able to commit the estimated funding through fiscal year 2025/26. While the new Carbon Reduction Program (CRP) established under the IJJA was not part of the prior federal direction that was provided, given that the federal authorizing language was very similar to STP and CMAQ, it was anticipated that in the future CRP might be incorporated into the new process.

On February 13th, FHWA staff informed SCAG that the new regionwide prioritizing process must also apply to CRP, but that in this case there would be no transition period, and so that new CRP projects cannot be programmed in the Federal Transportation Improvement Program (FTIP) until SCAG has adopted its new regional prioritization process and then completed the process for the selection of CRP projects. The only exception to this requirement for CRP was to allow SCAG to move forward with programming ready-to-go projects identified by the County Transportation Commissions to receive funds apportioned to CRP during the first year of IJJA, FY 21/22, to ensure that these funds will be obligated before they lapse in September 2025. VCTC had identified five (5) projects to receive CRP funds apportioned through FY 25/26, but as a result of the FHWA directive, SCAG could only approve the FY 21/22 CRP funds. As a result, VCTC in working with TTAC, recommended that \$4,667,000 that VCTC had intended to commit to the Central Avenue Bike Lanes project in Camarillo instead be identified as a priority for a future request to SCAG for CRP funds. Later, TTAC and VCTC approved a staff recommendation to include the \$4,667,000 in VCTC State Transportation Improvement Program (STIP) nomination to the California Transportation Commission, to receive funds from the Ventura County STIP share. Staff submitted the STIP nomination to CTC, and it is expected to be approved at the March CTC meeting.

Subsequent to the commissions' CMAQ and STP project selection, Caltrans completed updated CMAQ and STP apportionments based on IJJA authorized amounts, resulting in an incremental increase in these funds which are subject to the new SCAG process, in addition to the authorized CRP funds from FY 23/24 forward. SCAG has now adopted the attached guidelines for the required regionwide call for projects, and issued the call, with applications due March 29th.

At the November TRANSCOM and TTAC meetings, staff provided the Committees with a summary of the anticipated call for projects policy. Staff explained that the SCAG guidelines will require that the county commissions prioritize and submit applications to SCAG. There are also outreach requirements, which should be satisfied by VCTC's prior planning work. However, VCTC needed local agencies to provide updates on the status of projects, to assist VCTC in identifying projects that would be in a sufficient state of readiness to submit to SCAG. In particular, given the relatively small amount of money likely to come to Ventura County, staff stated that there will be few if any new projects that VCTC can consider for submittal to SCAG, and the priority for the available funds is likely to be assisting previously-committed projects which are short of funds due to unanticipated cost increases. The committee approved staff's recommendation to request project status information, particularly with respect to cost increases of previously-selected projects. Staff has requested the project status information and received responses.

DISCUSSION:

The available CMAQ and STP will be programmed through the SCAG call for projects, as well as 65% of the CRP funds, with the remaining 35% of CRP to be programmed to regional initiatives, to identify, evaluate, and award funding to projects that achieve regional transportation goals and further the objectives of Connect SoCal. SCAG has developed the following estimates for funds

available in the regionwide call for projects, including the incremental increase in CMAQ and STP, and 65% of the CRP funding for FY 22/23 – 25/26:

CMAQ	\$57 million
STP	\$130 million
CRP	\$88 million

The guidelines for STP and CMAQ identify advisory county funding targets percentages based on various planning criteria, and the Ventura County targets are 4.3% for STP, or \$5.6 million, and \$3.3% for CMAQ, or \$1.9 million. SCAG does not believe that FHWA will allow publication of advisory targets for CRP. For illustrative purposes, since the IIJA authorization of CRP has the same language as Surface Transportation Block Grant, which California distributes to regions as STP, if CRP were to have the same 4.3% target as STP, then VCTC's target would be \$3.8 million.

Rather than developing project numerical scores and a ranked list, the SCAG draft guidelines provide for county commissions to submit a project list with each project designated as "Highly Recommended," "Recommended," or "Contingency." The SCAG guidelines provide that the county commission's prioritization will account for 50% of a project's score for CMAQ and STP, and 20% for CRP.

For STP funds, VCTC's policy has been to reserve those funds for future costs for the US 101 Improvement Project. Absent any significant new revenue source, when the environmental document is approved VCTC can proceed with final design and right-of-way for an initial segment using currently-available funds. Given the amount anticipated to be available to construct an initial segment, VCTC has already set aside in the FTIP the amount of STP anticipated to be needed to bring an initial segment of that size to the point of being ready to start construction in a future year beyond the FY 25/26, the last year of funding available through this call for projects. As a result, there is the option to recommend the currently-available incremental STP funding increase be programmed for other projects rather than being saved for the future US 101 construction.

As with VCTC's prior call for projects, VCTC is also recommending distribution of the estimated \$750,000 in FY 2024/25 Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian funds remaining available after the set-aside of the 25% for bike path maintenance. Therefore, the request for project status that was sent to Public Works Directors also requested input on the use of the Article 3 funds. Staff is recommending two projects to receive these funds, as shown in the attachment A. Since the requested funding exceeded the available funds, staff recommends awards of \$375,000 to each project with the remaining balances to be funded with FY 2025/26 TDA Article 3 funding should the agencies still need the funds.

As discussed at this committee's November 8 meeting, given the relatively small amount of money likely to come to Ventura County, there would be few if any new projects that VCTC could consider for submittal to SCAG, and the priority for the available funds was likely to be assisting previously committed projects which are short of funds due to unanticipated cost increases. This would also ensure projects had already undergone a thorough scoring and ranking review and that in the case of projects previously approved for CMAQ funding have already undergone an Air Quality analysis. For the CMAQ funding, the focus is on projects that reduce traffic congestion and/or improve Air Quality by lowering vehicle emissions. Similarly, for CRP, funding, the focus is on projects that address climate change and sustainability by reducing transportation emissions (CO₂). Staff identified the following as criteria for project prioritization with an adherence to VCTC's CMAQ/CRP selection criteria in past funding cycles:

- 1) Project readiness;
- 2) For previously committed competitively selected projects, the ranking score that it received when it was originally selected or quantified project benefits;
- 3) Should a new project be considered for CMAQ, CRP, or TDA Article 3, it will likely have less readiness than a previously committed project, but should funds be available it could

- be further ranked using VCTC's previously approved criteria for CMAQ, CRP and Article 3 funds;
- 4) Assignment of projects to CMAQ or CRP fund types based on likely competitiveness given SCAG's different criteria for the two programs.

Attachment A includes the nomination list for projects with VCTC's "highly recommended" or "recommended" connotation to be included with the SCAG application. Those projects in the "contingency" category are not recommended to apply for funds because these projects are new projects and would not rank high in a regionally competitive selection process for CMAQ or CRP funds since their Air Quality benefits are minimal or absent. Additionally, projects were selected to remain within the overall funding target range of approximately \$12 million in overall funding including CMAQ, CRP, STP and TDA Article 3 so that there was a "cutoff" point. Additionally, only projects that met the priority selection criteria including project readiness and improving air quality would be "highly recommended" for funding.

Staff "highly recommends" \$1.3 million to fund cost increases for GCTD to operate the 5th year of the Route 23 demonstration route. Staff "recommends" partial funding of \$2.5 million for cost increases anticipated with the construction of GCTD's Hydrogen Fueling Station. An RFP was released at the end of January for the design, build, and operation and maintenance of the facility. This project was an unfunded project for AB 125 funding, Staff "highly recommends" \$168,000 in funds for Simi Valley's Charging Infrastructure. Although this project is a new project, since these are portable charging units, they are anticipated to be purchased quickly and provide emission reduction benefits suitable to meet CRP goals. Additionally, staff "highly recommends" \$171,000 for cost increases to VCTC's ongoing Countywide Community Outreach for Transit program for fiscal years 2025 and 2026.

Bike and Pedestrian projects "ready to go" and with previously committed funding were "highly recommended" to address cost increases and to ensure project delivery with already committed funds. Bike & Pedestrian projects funded with ATP funding do not have the option to request additional funds from the program for cost increases nor adopt scope changes to reduce costs. Agencies are required to deliver projects with any cost increases as the obligation of the local agency. Staff therefore "highly recommends" funding of cost increases for these existing projects as noted in the projects list (Attachment A). Oxnard's Northeast Communities Bike & Ped Improvements project has already obligated funds for construction and requested TDA Article 3 funds for identified cost increases. With the limited amount of TDA Article 3 funds going to other projects, the City of Oxnard declined to apply for federal funding so was not recommended as a project for funds in the SCAG selection process.

As previously noted, the Commission adopted a 2022 CMAQ Shelf List including a \$1,469,949 unfunded balance for the Port of Hueneme North Shoreside Power System. This project provides significant air quality benefits to disadvantaged communities in proximity to the Port and would be a strong competitor for SCAG regionwide CRP funding. The total project cost is \$13.5 million with CMAQ, CRP and local funding totaling more than \$12 million already committed to the project. Staff "strongly recommends" CRP funds totaling \$1,469,949 to complete this project.

VCTC was awarded a Regional Early Action Planning (REAP) County Transportation Commissions (CTC) Partnership Program ("REAP 2.0") grant award in the amount of \$3.7 million by SCAG. The Governor's budget proposal for FY 2024/25 contained cuts to several programs, including \$300 million from REAP 2.0. Given the budget uncertainty, SCAG suspended the REAP 2.0 program and ordered grant recipients, including VCTC, to stop work under the program. VCTC's affected projects included an update to the Santa Paula Branch Line Trail Master Plan and a community traffic calming and bicycle and pedestrian safety program. VCTC complied with the SCAG order and moved forward in assessing potential alternatives to fund the affected projects. Staff recommends nominating these two projects for consideration for STP funding. However, VCTC is working with SCAG and other agencies in support of the REAP funds being restored. Given the SCAG project approval timeline, should REAP funds be restored in the FY

2024/25 state budget, there will still be time to remove the submitted REAP project for consideration of federal funding, prior to SCAG final approval of the projects.

Subsequent to the TTAC and TRANSCOM action to recommend submittal of project applications to SCAG, staff will provide the sponsors for the selected projects with the SCAG call for projects application. Staff requests that the sponsoring agencies prepare an initial draft of the applications and submit to VCTC in an editable file for review no later than March 15 since the deadline for submission of applications to SCAG is March 29. VCTC staff maintains the ability to make minor changes to fund types and other revisions to address any issues that may arise.

Attachment A

**VCTC NOMINATION OF PROJECTS
FOR SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
REGIONWIDE CALL FOR PROJECTS**

Exist/New	Category	Agency	Project	Description	Funds Requested	Recommended funds	Fund type	Recommendation
Existing	Bike & Ped	City of Oxnard	Accessible Pedestrian Enhancements in Oxnard	Cost increase in current bidding environment (VEN230120)	\$ 699,765	\$ 699,765	CRP	Highly Recommend
Existing	Bike & Ped	City of Camarillo	Pleasant Valley Road Bike Lanes	CON cost increase due to stormwater mitigation (VEN160103)	\$ 1,500,000	\$ 1,500,000	CRP	Highly Recommend
Existing	Bike & Ped	County of Ventura	Ventura Avenue Pedestrian and Bike Improvement	CON underfunded (VEN210603)	\$ 500,000	\$ 500,000	CMAQ	Highly Recommend
Existing	Port Air Quality	Port Hueneme	Port of Hueneme Terminal Shore Power	VEN230301 - shelf project 2022 CMAQ call	\$ 1,469,949	\$ 1,469,949	CRP	Highly Recommend
Existing	Transit	GCTD	Route 23 Demonstration Route	Cost increase for 5th year of demo route	\$ 1,300,000	\$ 1,300,000	CMAQ	Highly Recommend
Existing	Bike & Ped	City of Ventura ¹	Cabrillo Village Bike Path	Cost increase existing ATP project (VEN210803)	\$ 500,000	\$ 500,000	TDA Art 3	Approve funding
NEW	Bike & Ped	VCTC	Santa Paula Branch Line Bike Path Master Plan Update	Plan (REAP funding suspended)	\$ 1,600,000	\$ 1,600,000	STP	Highly Recommend
NEW	Transit	City of Simi Valley	Simi Charging Infrastructure (3 Units)	Portable charges	\$ 168,000	\$ 168,000	CRP	Highly Recommend
Existing	Bike & Ped	City of Ojai ¹	Maricopa Phase I Bike & Ped Improvements	Cost increase existing ATP project (VEN210803) for non-federal eligible expenses	\$ 500,000	\$ 500,000	TDA Art 3	Approve funding
Existing	Transit	VCTC	Countywide Community Outreach for Transit	FY 24/25 ongoing w/ anticipated Budget increase	\$ 171,000	\$ 171,000	CMAQ	Highly Recommend
NEW	Bike & Ped	City of Thousand Oaks	Lynn Road Class IV Bike Lanes and Sidewalk project	Add 1.6 miles of sidewalk segments to project scope (VEN230119)	\$ 3,098,500	\$ 2,000,000	STP	Recommend
NEW	Bike & Ped	VCTC	Community traffic calming and bike & ped safety program	Plan (REAP funding suspended)	\$ 300,000	\$ 300,000	STP	Recommend
NEW	Transit	GCTD	Cost increase for GCTD Hydrogen Fueling Station	Unfunded AB 125 shelf list	\$ 3,469,856	\$ 2,500,000	STP/CRP	Recommend
NEW	Bike & Ped	City of Ventura	2024 Downtown Wellness Sidewalk and ADA Improvements	Curb/sidewalk improvements	\$ 1,303,620	\$ -		Contingency
NEW	Transit	City of Simi Valley	Back up CNG Fueling Compressor Upgrade	Upgrade/modernization of backup	\$ 540,000	\$ -		Contingency
NEW	Transit	City of Simi Valley	Replacement Fareboxes	Replace 9 fareboxes	\$ 153,000	\$ -		Contingency
Existing	Bike & Ped	City of Oxnard	Northeast Communities/Cloyne Bike & Ped Improvements	CON obligated, need TDA Art 3; budget shortfall & cost increase fo CON (VEN130101)	\$ 595,217	\$ -		No avail TDA Art 3
TOTAL requested funds					\$ 17,868,907	\$ 13,208,714		

¹ Project approved for \$375,000 in TDA Article 3 fiscal year 24/25 funds and \$125,000 in fiscal year 25/26 funds if funding still needed.



February 21, 2024

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)

FROM: GEISKA VELASQUEZ, PROGRAM ANALYST

SUBJECT: 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) EQUITY ANALYSIS

BACKGROUND

In July 2020, SCAG’s Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. SCAG recognized that for the region to become healthy, livable, sustainable, and economically resilient, it needed to dramatically improve outcomes for low-income families and communities of color. The resolution called for the formation of an ad hoc Special Committee on Equity & Social Justice to further develop SCAG’s response to advancing equity throughout the agency’s activities and advise SCAG’s Regional Council on policies and practices to advance its resolved intentions. The Committee was comprised of elected officials, nonprofit and private sector representatives, and university partners.

The work of the Committee culminated in the development of the Racial Equity Early Action Plan (EAP), which SCAG’s Regional Council approved in May 2021. The EAP includes dozens of actions, including identifying opportunities to incorporate equity analysis in development of Federal Transportation Improvement Program (FTIP).

For the 2025 FTIP, this means working with VCTC staff to incorporate new FTIP database inputs to assess how and where investments are being made across the region and if there are equity issues with the balance of transportation improvements in Environmental Justice areas, Disadvantaged Communities, Priority Equity Communities, and/or Communities of Concern utilizing the new Equity Questions listed in Attachment A.

SCAG will assess project locations in proximity to underserved areas and review and document the ways that equity is being considered by each of the CTCs through their federal funded project prioritization. This is consistent with SCAG’s project selection criteria included in the recently adopted CMAQ/STBG guidelines.

There are a variety of approaches SCAG is considering in equity project prioritization including:

- Location burdens-based criteria and location benefits-based criteria. These criteria assess equity simply based on the location of a proposed project. Location burdens-based criteria aim to capture potential negative effects of projects located within or near Communities of Concern.
- Impacts-based criteria. These criteria require a more detailed evaluation of a project’s potential impacts to determine how beneficial or detrimental they will be for Communities of Concern.
- Access to destinations. These criteria consider how projects improve the ability to reach key locations—such as groceries, medical, and employment—for areas with high concentrations of disadvantaged population groups.
- User-based criteria. These criteria consider the characteristics of the population directly served by

a facility. Because it measures individual users rather than aggregated communities, user-based criteria require the use of travel demand models to predict travel behavior.

- Community engagement. These criteria examine the process by which projects are developed rather than the impacts of the projects themselves.

Multiple equity-oriented criteria may also be used to consider projects, focusing not only on mitigating harm but also on proactively improving transportation conditions and participation in planning processes for historically marginalized groups. Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects.

DISCUSSION

SCAG in coordination with the CTCs developed the Equity Questions listed in Attachment A. Each project listed in the 2025 FTIP, which is currently being developed, is required to include information on these equity questions. Therefore, VCTC is requesting each local agency with projects in the 2025 FTIP to provide information on each project for each relevant equity question.

VCTC staff will be emailing each agency a packet with a spreadsheet and 2025 FTIP project list by Friday, February 23, 2024, to use to provide the equity data for the 2025 FTIP input and is requesting that agencies return the completed spreadsheet to VCTC no later than Friday, **March 8, 2024**.

2025 FTIP DATABASE EQUITY QUESTIONS

Service: Is the proposed project located in, adjacent to (within 200 feet), or serving a disadvantaged area (per [SB 535](#), [Climate Economic Justice Screening Tool](#), or [Equitable Transportation Community Explorer](#))? (REQUIRED)

- Yes
- No

Impacts: Have [underserved populations](#) explicitly been included in any assessments (e.g., environmental documents, equity assessment, staff report) of the project? (REQUIRED)

- Yes
- No
- Not yet but the lead agency will conduct an equity assessment on the proposed project.

Outreach: Were [underserved populations](#) involved in the project development process and given ample opportunity to participate in decision-making processes?

- Yes
- No
- Not yet but the lead agency will conduct equitable community engagement prior to project adoption.

Metrics: What performance metrics will measure and track impacts? (check all that apply)

- Mobility
 - Access to everyday destinations (jobs, retail, parks, health care, schools)
 - Commute time
 - Transit access
 - Transit frequency
 - Active commuting
 - Bicyclist/pedestrian safety
 - Proximity to freeways and highly traveled corridors (500 ft)
 - Transportation system mode share
- Environment
 - Air pollution exposure index
 - Air quality
 - Clean air (PM 2.5, Ozone, or Diesel PM)
 - Pollution burden
 - Proximity to Railroads
- Communities
 - Median home sales/rent
 - Displacement/gentrification
 - Traffic density
 - Tree canopy
- Economy
 - Proximity to healthy financial institutions
 - Percentage of businesses owned by women and people of color
 - Duration of small/independent businesses serving marginalized communities



February 21, 2024

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: STATUS OF FEDERAL SURFACE TRANSPORTATION PROGRAM (STP),
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECTS, HIGHWAY
IMPROVEMENT PROGRAM (HIP), AND COVID RELIEF AND RECOVER ACT
(CRRSA) PROJECTS**

RECOMMENDATION:

- Review and file.

DISCUSSION:

Under federal law, STP and CMAQ funds apportioned to California lapse if they are not used within three years. AB 1012, which became law in October 1999, applies the three-year lapsing rule to CMAQ and STP funds in each region. It is important for the Southern California Association of Governments (SCAG) to have an accurate schedule of STP and CMAQ (Attachments 1 and 2, respectively) projects, and SCAG relies on the county transportation commissions to provide the required project schedule information so that SCAG can ensure that the region does not lose funds. VCTC also uses this project schedule to ensure that the Federal Transportation Improvement Program (FTIP) includes all of the projects which are ready-to-go, and Caltrans uses the information to help manage the state's overall use of obligational authority. The new Carbon Reduction Program (CRP) projects are also included in the analysis as this information is also required by Caltrans.

In November 2021, TTAC approved a distribution of CRRSA funds to Ventura County's jurisdictions, for use on local priority projects. The CRRSA Act included a one-time appropriation of funds for transportation infrastructure to help offset the temporary loss of fuel tax revenues resulting from the COVID pandemic. The CRRSA funds were originally required to be obligated by September, 2024. However, the federal government's 2023 deal to raise the debt ceiling immediately rescinded all unobligated CRRSA apportionments. However, Caltrans succeeded in quickly obligating virtually all of the remaining CRRSA funds for state highway work, just prior to the rescission. Accordingly, Caltrans has agreed to swap state gas tax funds to all of the local agencies that had been slated to receive CRRSA. To avoid losing these swap funds, agencies must submit the allocation requests by June 30th. To VCTC's knowledge, agencies who still need to submit allocation requests for their remaining funds are as follows: Camarillo, Fillmore, Ojai, Oxnard, Port Hueneme, Santa Paula, Simi Valley.

Attached is the current status of obligation of CMAQ, CRP, and STP projects during the current Federal Fiscal Year (FFY) as well as anticipated for future years. The Committee is requested to continue to provide staff with any updates as changes occur.

STP Project Obligation Statuses

Ventura County STP PROJECTS FY 2023/24

Project Title	Agency	Planned Obligation (E-76 date)	TIP ID	Amount	Current Project Status	FTIP Status
Microgrid for Transit EV Charging System (CRP)	Thousand Oaks	Mar-24	VEN230303	\$40,000	Flexible Fund Transfer submitted.	In current FTIP.
US 101 Environmental Phase	VCTC	Jun-24	07-VEN131201	\$3,300,000	Environmental Document Underway but Need for Obligation of Additional Funds is Anticipated subject to VCTC approval.	In current FTIP
Pavement Rehabilitation	City of Port Hueneme	Jun-24	07-VEN54032	\$200,000		In current FTIP (group listing)

Total to be obligated by 10/1/2024

\$3,540,000

FY 2024/25 and beyond

Route 118 - Moorpark to e/o Spring	City of Moorpark	25/26	07-VEN34089	\$796,770	Design and ROW acquisition in progress	In current FTIP
Route 23 Widening High/Third	City of Moorpark	25/26	07-VEN051213	\$1,500,000	Prelim. Design and ROW needs in progress. PSR must be updated. Work will involve Caltrans and Metrolink yard/switch.	In current FTIP

VENTURA COUNTY CMAQ/CRP PROJECTS FY 2023/24

Project Title	Agency	FTIP ID #	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Microgrid for Transit EV Charging System (CRP)	Thousand Oaks	VEN230303	Feb-24	\$1,022,160	Flexible Fund Transfer Submitted	Programmed in 2023 FTIP.
Oxnard Blvd Bike/Ped Facility	Oxnard	VEN150907	Apr-24	\$1,762,074	96% PS&E complete; CON Allocation is delayed while City works to coordinate a resurfacing project in the area.	Programmed in 2023 FTIP.
Chargers and Vehicles for Community Service Route	Simi Valley	VEN230108	May-24	\$1,549,276	City is preparing the Flexible Fund Transfer.	Programmed in 2023 FTIP.
North Terminal Shore Power (CMAQ)	Port of Hueneme/Oxnard Harbor District	VEN230301	May-24	\$10,019,354	90% design complete. Expected to bid summer 2024.	Programmed in 2023 FTIP. FTIP also includes \$1470 in Local AC (placeholder for potential CRP in SCAG Call).
North Terminal Shore Power (CRP)	Port of Hueneme/Oxnard Harbor District	VEN230301	May-24	\$423,169	90% design complete. Expected to bid summer 2024.	Programmed in 2023 FTIP. FTIP also includes \$1470 in Local AC (placeholder for potential CRP in SCAG Call).
Regional Ridesharing Program	VCTC	VEN93017	May-24	\$443,000		Programmed in 2023 FTIP/.
Countywide Transit Outreach	VCTC	VEN54070	Jul-24	\$636,000		Programmed in 2023 FTIP.
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	Jul-24	\$62,975		Programmed in 2023 FTIP.
Pleasant Valley Rd Bike Lanes	Camarillo	VEN160103	Sep-24	\$3,749,033	PE Underway; CON delayed a year to FY 23/24. \$500,000 of ROW funds will be used for CON for a total of \$3,749,033.	Programmed in 2023 FTIP.
Total obligations in FY 23/24				\$19,667,041		

FY 24/25 and Beyond	Agency	FTIP ID #	Planned Obligation Date	Amount	Current Project Status	FTIP Status
Ventura Avenue Bike Lanes & Other Improvements CON	Ventura County Public Works	VEN210603	Mar-24	\$672,000	PE Obligated on 11-23-21; Environmental Clearance 03-30-23; CON Obligate by 03-30-24	Programmed in the 2023 FTIP.
Hillcrest Drive Bike/Pedestrian Improvements	Thousand Oaks	VEN230118	24/25	\$433,797		Programmed in the 2023 FTIP.
Oxnard Accessible Pedestrian Improvements	Oxnard	VEN230120	24/25	\$2,222,054	E-76 for design approved December 2023.	Programmed in the 2023 FTIP.
Ojai Ave/Maricopa Pedestrian and Bike Safety Improvements	Ojai	VEN170113	25/26	\$1,369,682	Project Combined with ATP Project under FTIP Number VEN170113.	ATP funds obligated for Phase I of project. Anticipate obligation of CMAQ funds for Phase II in 24/25.
Lynn Road Bike Lanes	Thousand Oaks	VEN230119	25/26	\$922,839	Design started in June 2023. CON anticipated 25/26.	CON funds transferred to PS&E to cover increased cost of Design totaling \$1,588,756 obligated in FY2022/23 (\$721,518 in June and \$867,238 in Aug 2023). CMAQ/STP placeholder funds programmed in FTIP for \$923 for CON 25/26 with additional ATP funds.
HAWK Bike and Ped	Ventura	VEN230121	25/26	\$2,622,373	Design started in June 2023. CON anticipated 25/26.	Design of \$498,424 obligated in June 2023. \$2633 in STP as placeholder CMAQ CON in 25/26 in FTP.
Central Avenue Bike Lanes	Camarillo	VEN230302	25/26	\$960,000	2024 STIP submittal	Currently Programmed in FY 25/26 in current FTIP. Incudes \$326 in STP-Regional (as placeholder for CMAQ) and \$4667 in STIP and \$317 in CMAQ for total of \$643 in CMAQ.