



**SPECIAL MEETING OF ALL NEIGHBORHOOD COUNCILS**

Thursday, June 16, 2016, 7:30 p.m.  
Simi Valley Police Department  
Emergency Operations Center  
3901 Alamo Street

AGENDA

1. Call to Order/Welcome/Pledge of Allegiance/Introductions

2. Agenda Review

3. Public Statements/Comments

This is the time allotted for public statements or comments on matters within the subject matter and jurisdiction of the Executive Board not on the agenda. Statements and comments are limited to no more than five (5) minutes per speaker.

4. New Business

a. Discussion of the Ventura County Transportation Investment/Expenditure Plan

5. Adjournment

/s/ \_\_\_\_\_  
Mara Malch  
Acting Deputy Director

If any interested individual has a disability that may require accommodation to participate in this meeting, please contact the Neighborhood Council Coordinator at (805) 583-6756. Upon advance notification, reasonable arrangements will be made to provide accessibility to the meeting.



## CITY OF SIMI VALLEY • MEMORANDUM

**DATE:** June 16, 2016

**TO:** Neighborhood Councils

**FROM:** Department of Public Works

**SUBJECT:** DISCUSSION OF THE VENTURA COUNTY TRANSPORTATION INVESTMENT/  
EXPENDITURE PLAN

This evening, staff is requesting that the Neighborhood Councils provide input on the Ventura County Transportation Commission's *Ventura County Transportation Investment/Expenditure Plan* (attached).

At a special meeting of the Ventura County Transportation Commission/Ventura County Local Transportation Authority ("Commission") held on Friday, April 22, 2016, the Ventura County Local Transportation Authority approved, by a 14 - 0 vote, the draft *Ventura County Transportation Investment/Expenditure Plan* (Plan). The Plan was distributed to all cities within Ventura County and the County of Ventura for consideration. The action by the Commission is the first formal step, pursuant to Public Utilities Code Section 180206, towards placing a transportation sales tax measure on the November 2016 general election ballot.

This action followed a presentation by the Commission's voter research consultant, Dr. Richard Bernard of the firm Fairbanks, Maslin, Maulin, & Metz, who presented results from recent polling of 600 likely Ventura County voters showed that 67% were in favor of a 1/2 cent sales tax measure for transportation investments, projects, and programs. The 2/3rd level of support is critical since a transportation measure is considered a "special tax", and, as such, State law requires 2/3rd voter approval for passage.

The Plan approved by the Commission is a 30-year \$3.3 billion transportation investment strategy funded by a countywide 1/2 cent sales tax and would be distributed in general as described in the table on the following page.

Investment/Expenditure Plan Component	30 Year Total	% of Total
<b>Local Streets and Roads</b>	\$1,650,000,000	50%
<b>Freeway Program</b>	\$660,000,000	20%
<b>Regional Roads/Military Access/Freight Movement</b>	\$227,700,000	6.9%
<b>Bus Transit Enhancements &amp; Fare Support</b>	\$191,400,000	5.8%
<b>Commuter Rail Enhancements</b>	\$191,400,000	5.8%
<b>Bicycle and Pedestrian Improvements</b>	\$99,000,000	3.0%
<b>Transportation Environmental Mitigation</b>	\$198,000,000	6.0%
<b>State Board Of Equalization Fees</b>	\$49,500,000	1.5%
<b>Admin/Taxpayer Oversight</b>	\$33,000,000	1.0%
<b>Total</b>	<b>\$3,300,000,000</b>	<b>100%</b>

An area of concern for Ventura County residents and transportation stakeholders is the importance of maintaining local streets and roads. This message was heard through the Commission's voter research, as well as through the community meetings, as the Commission developed the VCTC Comprehensive Transportation Plan. The *Ventura County Investment/Expenditure Plan* recognizes this concern and allocates \$35 million annually, the largest amount of any category, to a local streets, roads, and transportation priorities program. This funding, which is 50% of the funds generated, would be distributed by the Commission directly to cities and the County of Ventura for local street and road needs and local transportation priorities, as determined by the City Council and the Board of Supervisors. Based on the street lane miles formula recommended by the Ventura County City Managers group, the amount of funding for local transportation needs and priorities for the City of Simi Valley is \$4.94 million per year.

The remaining 50% of the funds will be focused on regional transportation priorities administered by the Commission. Over the 30-year Plan life, \$660 million (20% of measure revenues) will match an equivalent amount of State and Federal transportation funds to provide major improvements to the US 101 corridor through urban Ventura County and improvements to State Route 118 between Simi Valley and Moorpark.

The Regional Road/Freight Movement Program has allocated approximately \$228 million to fund regional roads, arterials, and State highways that play a significant role in the safe and efficient movement of freight, provide access for Ventura County's military installations, and connect Ventura County communities on routes other than freeways.

Public Transit, including bus and passenger rail transit, has allocated a combined \$380 million (nearly 12% of measure revenues) split evenly between modes. The bus system enables mobility for those who do not drive or do not have a vehicle and offers a choice to those who do. Measure funding would be used to ensure fares are kept affordable for those who need it most: seniors, students, people with disabilities, and veterans, and will fund expansion of bus services, connections, bus infrastructure, and improvements to countywide services. Commuter and passenger rail plays an important part in the overall transportation mix. Funding from the measure provides a stable and continuous source of funding for Metrolink rail operations ensuring that passenger rail remains an option for commuters and provides funding for additional capital improvements when needed.

A comprehensive transportation system must support all modes, including bicycles and walking. The Plan includes \$99 million that will be used to match Federal and State funds and includes funding for cycling and pedestrian projects, such as Class 1 dedicated bike and pedestrian trails, improved on-street bike lanes, and signage on routes connecting communities and safe routes to schools. It is anticipated that with local funds being used consistent with Complete Streets ordinances, this program will enable local jurisdictions to make significant investments in bicycle and pedestrian projects.

Lastly, from a funding allocation perspective, the Plan allocates \$198 million for capital investments and programs that have a transportation nexus to the natural environment. This Program will match State and Federal resource agency grants, foundation grants, and other non-governmental organization grants to fund restoration efforts and protect habitat impacted by transportation infrastructure. This program will also support local agency efforts to reduce runoff from highways, streets and roads, and maintain and improve drainage filters and facilities.

The Plan has strict safeguards and accountability measures, including an independent Taxpayer Oversight Committee, and requires annual independent audits. As required by law, administration expenses are capped at one percent. The Plan includes a “maintenance of effort” provision to ensure the funds augment existing funds, not replace existing local investments.

State law requires that at least six (6) Ventura County cities representing no less than 50%+1 of the incorporated population, plus the Board of Supervisors, approve The Plan before the Commission can request that the measure be placed on the ballot. Every City Council and the Board of Supervisors is being asked to approve The Plan during the months of May and June. Assuming the requisite number of cities consisting of the required population and the Board of Supervisors approve The Plan, the Commission will consider the required ordinance adopting the final plan at the regularly-scheduled July 8th Commission meeting. State law requires a 2/3rd affirmative vote for the ordinance to be approved. Additionally the Commission may then act to formally request that the Board of Supervisors place the sales tax revenue measure, including The Plan, on the November 2016 ballot.

The decision to prepare the draft *Ventura County Transportation Investment/Expenditure Plan* and approve it for distribution to and consideration by Ventura County and the cities therein pursuant to Public Utilities Code Section 180206 is part of the process for creation of a government funding mechanism and is exempt from CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

Finally, VCTC experienced that the lack of a “self-help” transportation revenue measure has placed Ventura County at a disadvantage when competing for federal and state transportation funds with other California counties. While maintenance costs are increasing significantly, State and Federal funding for transportation is diminishing and typically requires a commitment (sometimes dollar for dollar) for a local investment before funds are allocated. Absent local funding, taxes collected in Ventura County, which should help support local roads, go to other counties that offer local matching funds. All this contributes to a transportation system which cannot meet the County’s current or future needs. Local investment in the local transportation system enables Ventura County to compete for federal and state funds.

For example, Proposition 1B, a general obligation bond approved by California voters in 2006, had a \$1 billion program called State-Local Partnership. The only way to access those funds was to have a local measure. It is estimated that at least \$30 million was lost by not being eligible for the State-Local partnership. Also, the Federal Transportation Act, the Fix America’s Surface Transportation Act (FAST Act) has a freight movement program that has a minimum of a 40% match requirement. Under current State law, Ventura County will automatically be allocated a portion of these funds (about \$10 million over the 5 year Act), but without a local match, the County is unable to access these federal funds. Additionally, many Federal and State competitive grant programs include a local match as part of the competitive criteria.

As outlined, the Plan will provide approximately \$4.94 million for Simi Valley's local transportation needs, and at the regional level, funds specifically for the improvements to the 118 through Simi Valley to Moorpark are also included.

Staff is requesting Neighborhood Council input on the *Ventura County Transportation Investment/Expenditure Plan*.

# VENTURA COUNTY TRANSPORTATION INVESTMENT/ EXPENDITURE PLAN



Ventura County  
Transportation  
Commission

# VENTURA COUNTY TRANSPORTATION INVESTMENT/EXPENDITURE PROGRAM

## THE PLAN

Investment/Expenditure Plan Component	30 Year Total	Percent of Total
1. Local Streets and Roads	\$1,650,000,000	50.0%
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4. Bus Transit Enhancements & Fare Support	\$191,400,000	5.8%
5. Commuter Rail Enhancements	\$191,400,000	5.8%
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7. Transportation Environmental Mitigation	\$198,000,000	6.0%
8. State Board of Equalization Fees	\$49,500,000	1.5%
9. Admin/Taxpayer Oversight	\$33,000,000	1.0%
Total	\$3,300,000,000	100.0%

**Transportation touches every area of our lives** on a daily basis and we often overlook its importance. We expect our roads to carry us safely and efficiently to where we want to go, that we have options to driving and can bike, walk or take a bus. Business owners need and should have easy access to their locations for their workers, customers and goods so that Ventura County's economy thrives. Mobility is an essential ingredient in the quality of life that we've come to expect in Ventura County.

**The transportation system that enables mobility in Ventura County is beginning to show the strain of many years of under-funding.** Highways once free flowing are now congested, pot holes are an all too familiar sight on city streets and bus and rail services are struggling just to maintain current schedules and fares.

While maintenance costs are increasing significantly, State and Federal funding for transportation is diminishing and typically requires a commitment (sometimes dollar for dollar) for a local investment before funds are allocated. Absent local funding, taxes

collected in Ventura County, which should help support local roads, go to other counties that offer local matching funds. All this contributes to a transportation system which cannot meet our current or future needs. Local investment in our transportation system enables Ventura County to compete for federal and state funds and bring your tax dollars back to the County.

**The Ventura County Transportation Commission/Ventura County Local Transportation Authority (VCTC) coordinates funding for most transportation activities in Ventura County** and believes now is the time for residents to invest in the future and repair, preserve and improve the transportation system that adds so much to Ventura County's quality of life. The VCTC has been talking with communities throughout the County and has developed this County Transportation Investment/Expenditure Plan, pursuant to Public Utilities Codes section 180206 that prioritizes investments in the areas that residents want to see improvement in, hereinafter referred to in the "Plan" that is set forth in the following pages.

# INVESTMENT IN LOCAL STREETS, ROADS & TRANSPORTATION PRIORITIES

**ESTIMATED INVESTMENT: \$1.650 BILLION**

Whether by car, bus, bike or walking, nearly every trip in Ventura County begins on a local street. The upkeep and maintenance of local streets and roads affects all of us as we travel throughout our day. Typically, we only think about streets and roads when the conditions start to deteriorate. Every city and the County of Ventura have expressed and quantified their struggle to maintain the condition of local streets and have advised of a substantial shortfall in funding just to maintain road conditions in their current state.

This Plan includes assistance for the cities and the County of Ventura that must maintain our local streets. A total of 50 percent of all Plan funds, approximately \$1,650,000,000, would be returned to local jurisdictions to augment their revenues for the maintenance and improvement of the nearly 2,500 miles of local streets and local transportation systems. To ensure an equitable distribution of those funds to the local jurisdictions, a formula has been developed by the cities and the County of Ventura, that a) provides a minimum of \$500,000 to each jurisdiction annually; b) provides the County of Ventura with 22.3% of the local street and roads funds; c) allocates the remainder of local streets and roads funds based on the percentage of lane miles within a jurisdiction. Each jurisdiction will receive funds as shown in the table below.

## INVESTMENT LOCAL STREETS & ROADS

Jurisdiction	Approximate Percentage	Approximate 30 Year Total	Approximate 1 Year Total
Camarillo	8.64%	\$142.4	\$3.02
Fillmore	1.59%	\$22.7	\$0.50
Moorpark	3.45%	\$56.9	\$1.21
Ojai	1.59%	\$24.7	\$0.53
Oxnard	15.31%	\$252.6	\$5.36
Port Hueneme	1.59%	\$26.3	\$0.56
San Buenaventura	12.66%	\$208.8	\$4.43
Santa Paula	2.04%	\$33.6	\$0.71
Simi Valley	14.13%	\$233.1	\$4.94
Thousand Oaks	17.02%	\$280.9	\$5.96
County of Ventura	22.3%	\$367.9	\$7.79



# INVESTMENT IN LOCAL STREETS, ROADS & TRANSPORTATION PRIORITIES

ESTIMATED INVESTMENT:  
**\$1.650 BILLION**

The County of Ventura and the cities are best positioned to determine their local needs for maintenance and improvements and this program is designed to give local jurisdictions the greatest flexibility in the use of these funds. Local jurisdictions may apply these funds to any transportation related project including but not limited to street repair, pavement maintenance, road widening, installation of bike lanes, sidewalks, pedestrian walkways, transit stop improvements, contributions to transit services, Safe Routes to School Programs, Intelligent Transportation Systems (ITS), and/or other transportation projects as local jurisdictions deem necessary for the betterment of their residents under the conditions as follows:

- The funds distributed through this Plan to local jurisdictions are intended to augment local jurisdictions' funds that are normally or typically designated for transportation programs or projects. Local jurisdictions must continue their normal practices to fund transportation projects.
- To ensure that all users of streets and roads are considered, all jurisdictions must be compliant with Assembly Bill 1358, the California Complete Streets Act of 2008. If a jurisdiction has not yet updated its circulation plan to include a complete streets element, it may utilize the first year's Plan allocation to become compliant but no other funds will be allocated until the jurisdiction has completed a Complete Streets Plan as required by the legislation.
- All jurisdictions must comply with reporting requirements by submitting a five year Capital Improvement Plan outlining the anticipated use of Plan funds, provide an annual accounting of Plan funds expended, and provide a timely use of Plan funds report for review by the Taxpayer Oversight Committee.





# FREEWAY PROGRAM

ESTIMATED INVESTMENT:  
\$660 MILLION

Traffic relief is the focal point of the freeway program in the Plan. Over the past 10 years Caltrans with funding allocated by VCTC has built several freeway traffic flow improvement projects, thanks to the 2006 passage of Proposition 1B, a statewide transportation bond measure. However, as the economy has improved traffic has become a source of frustration for commuters and businesses alike, especially on sections of 101 and 118 that have not recently been improved. All of the Proposition 1B funds are now spent and meanwhile other state funds for road improvements have dwindled. With current state and federal funding it will be many years before there can be any new freeway traffic flow improvement projects started in Ventura County.

This Plan will implement critically-needed freeway projects to improve the 101 and 118 freeways. By making local tax funds available, state and federal funds available for freeways can be leveraged more quickly. The funding plan for these improvements includes the cost of related environmental mitigation measures such as new soundwalls and water runoff pollution control features.

The Plan and tax measure make available \$660 million for the freeway program. The overall transportation program is also funded using 100% of expected State Transportation Improvement Program revenue (\$249 million) and 100% of federal Surface Transportation Program funds (\$332 million), for a total of \$1,241,000,000.



# FREEWAY PROGRAM

## Route 101 from Ventura/Los Angeles County Line to Route 33 in Ventura

Route 101 is the “Main Street” of Ventura County and most of this freeway has not been improved since the 1980’s. Congestion has become much worse in the past 10 years, causing several major bottlenecks, including those near the Moorpark Road, Rice Avenue, and Johnson Drive interchanges, as well as the entire stretch through Camarillo.

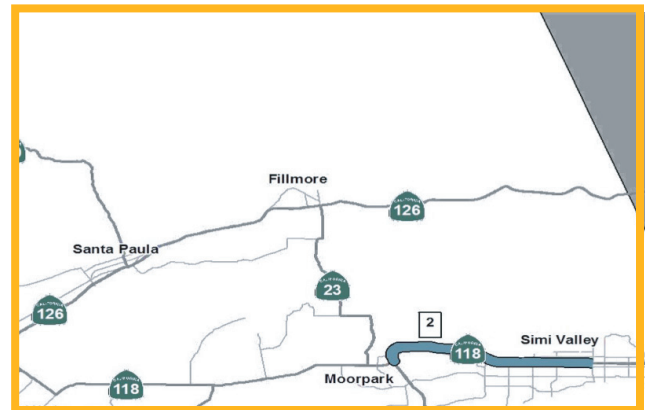
The freeway carries an average of 140,000 vehicles per day, and traffic congestion is expected to increase by 50% by 2035. The planned improvements will improve traffic flow, increase safety, and expedite VCTC Intercity Bus service over 28 miles through Thousand Oaks, Camarillo, Oxnard, and Ventura, by adding carpool lanes in the center median and merging lanes between interchanges. Additionally, local interchanges will be rebuilt to accommodate mobility and safety improvements. VCTC will take the lead in the project, with Caltrans providing oversight in its role as the freeway owner/operator. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.



## Route 118 from Route 23 in Moorpark to Tapo Canyon Road in Simi Valley

Thanks to Proposition 1B, Route 118 has been widened from Tapo Canyon Road in Simi Valley to the Ventura/Los Angeles county line at Santa Susanna Pass Road. However, choke-points have now formed at Tapo Canyon, and also at the western end of the 118 Freeway where it joins the wider 23 Freeway.

The Plan includes widening over 9 miles of freeway between Tapo Canyon and Route 23, to eliminate the traffic bottlenecks and increase safety. Besides adding lanes, the widening plan includes soundwalls, a concrete median safety barrier, and interchange and bridge improvements. Caltrans will take the lead in implementing the project with VCTC administering the funds. When completed, the project will result in Routes 23 and 118 forming a continuous freeway of 3 lanes in each direction from the 101 in Thousand Oaks to Collins Drive in Moorpark, and 4 lanes in each direction from Collins Drive in Moorpark to Santa Susana Pass Road near Simi Valley. Specific improvements will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.



# REGIONAL ROADS/ MILITARY ACCESS/ FREIGHT MOVEMENT

ESTIMATED  
INVESTMENT:  
**\$227.7 MILLION**

Freight movement plays a vital role in maintaining Ventura County's economy. It's particularly important to keep freight flowing quickly and safely to and from the Port of Hueneme as well as to allow people and goods to access Naval Base Ventura County without degrading local traffic. The County's regional roads and state highways play a significant role in connecting together the cities within the County, and linking Routes 101 and 126.

The proposed road improvements will reduce the chance of auto, truck and bicycle accidents in rural areas. These projects will also make it easier for residents to access freeways, for emergency vehicles to respond quickly to serious incidents, and for goods, including agricultural products, to move freely throughout Ventura County. The final scope and project limits of all improvements will be determined through noticed public hearings, environmental clearance process, and agreement with affected agencies.

Congress recently authorized a new federal program to annually make available \$1.9 billion nationwide for freight projects. Given that VCTC has already developed a comprehensive transportation plan that addresses freight movement needs, Ventura County is well-positioned to benefit from this federal program, but only if there are local funds to leverage the newly-available federal funds. This Plan will provide those necessary funds.

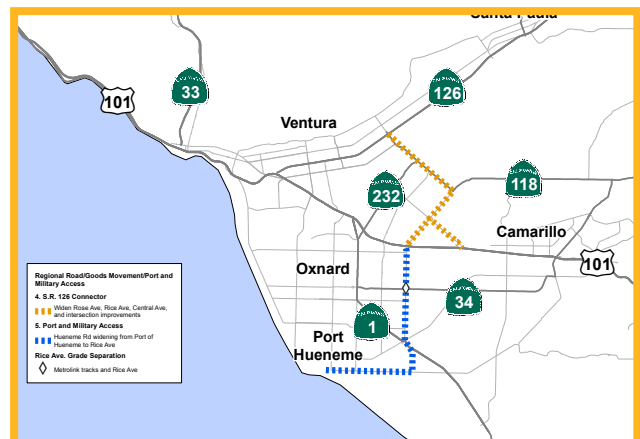
The Plan will provide nearly \$228 million for the regional road program. Under the Plan this funding would be used to leverage an additional \$63 million over 30 years from the newly-established federal freight program. The projects will be implemented by local jurisdictions such as the County of Ventura and the cities.

The Plan includes the following projects:

- Improve safety and traffic flow on Rice Avenue at Fifth Street in Oxnard, by eliminating the train crossing which has been the site of several recent accidents.

The project will build a bridge for Rice Avenue to pass over the tracks and also over Fifth Street. Traffic ramps will be built to connect Rice and Fifth.

- Enhance traffic flow, safety, and pavement strength on the main access route serving the Port of Hueneme, by implementing the following: (1) widening Hueneme Road from 2 to 4 lanes from Edison Drive to Rice Avenue; and (2) Install safety improvements and strengthen pavement on Rice Avenue from Route 101 to Hueneme Road.
- Better connect 101 and 126 through the following projects: (1) widen from 2 to 4 lanes Rose Avenue from Central in Oxnard to Route 118 in Saticoy, Rice Avenue from Auto Center Drive in Oxnard to 118 in Saticoy, and Central Avenue between Santa Clara Avenue and Del Norte Road in Oxnard; and (2) improve the Rose/118 and Rice/118 intersections in Saticoy.
- Construct other projects selected by VCTC on a competitive basis. Projects will be selected based on congestion relief, safety improvement, cost effectiveness, project readiness, and similar criteria to be determined. State highways including but not limited to, State Route 1, 23, 33, 34, 118, 126, 150, and 232 will be eligible for these funds.
- Implement qualifying projects in the local jurisdictions' General Plan Circulation Elements.



# BUS TRANSIT ENHANCEMENT & FARE SUPPORT PROGRAM

ESTIMATED INVESTMENT:  
\$191.4 MILLION

Improving bus transit is a key component in Ventura County's transportation system. The bus system enables mobility for those who don't drive and offers a choice to those who do. Underscoring the need for improved bus service is the projection from the U.S. Census Bureau that the 65 and older population will double by 2030. The bus transit elements of this Plan benefits people who live in Ventura County by keeping fares affordable for seniors, youth/students, veterans, and people with disabilities, and maintaining and expanding bus, and demand responsive services. This program provides transit operators with a flexible, consistent funding source for maintaining, restoring, and improving transit services in Ventura County.

## **Countywide Affordable Fares Program: \$38,280,000**

The plan provides funding for regional fare programs that keep fares affordable for seniors, youth/students, veterans, and people with disabilities. VCTC will work collaboratively with all Ventura County transit operators, providing direct funding to keep fares affordable and utilizing proven technologies and fare mediums to ensure an effective and sustainable program.

## **County Transit Improvement Program: \$153,120,000**

This program provides funds for local solutions to the growing transportation needs through a flexible need-based process that will expand public transit services (including services to seniors and persons with disabilities) through increased frequencies, neighborhood feeder services, peak hour commute and express service, bus-rapid transit, expanded bike/bus programs, vehicles purchases, capital improvements and improved connectivity through enhanced intercity and intercounty service.



# COMMUTER RAIL ENHANCEMENTS

ESTIMATED INVESTMENT: \$191.4 MILLION

These funds will maintain and increase safe and reliable commuter/passenger rail service for Ventura County residents. This program provides a stable and continuous source of funding for Metrolink commuter rail service. Metrolink commuter rail service is critical to all residents of Ventura County to relieve congestion and provide a commute alternative. Moreover, Metrolink service plays a key role in our environment, by reducing vehicle emissions to keep our air clean. This plan provides the funds to continue commuter/passenger rail operations in Ventura County and make the needed safety and capital improvements on all commuter/passenger rail lines and support operating costs. Eligible expenditures are capital and operating costs.



## Legend

- ★ Metrolink Stations
- ▬▬▬ Metrolink Tracks
- ▬▬▬ Coast Mainline





# INVESTMENT IN BICYCLE & PEDESTRIAN IMPROVEMENTS

ESTIMATED INVESTMENT: \$99 MILLION

A comprehensive transportation system must ensure that all modes of transportation are integrated into it and supported. This Plan includes assistance for jurisdictions specifically for bicycle and pedestrian projects. A total of 3% of all Plan funds, approximately \$99,000,000, will be dedicated for bicycle and pedestrian projects.

Funding would occur through a competitive grant program designed to improve both the bicycling and pedestrian infrastructure throughout Ventura County. Funds could be used for planning, project development, construction, maintenance and/or to match federal and/or state grant funds including but not limited to Safe Routes to School Programs, Active Transportation Program (ATP) and Congestion Mitigation and Air Quality (CMAQ). Along with the cities and the County of Ventura, school districts, colleges, and universities would be eligible to compete for these funds.

These funds are meant to augment any existing funds and not as a replacement for funds that an entity has historically used for this activity. Each grant recipient would be subject to requirements for the timely use of funds and an annual reporting of expenditures for review by the Taxpayer Oversight Committee.



# TRANSPORTATION INVESTMENT IN THE NATURAL ENVIRONMENT

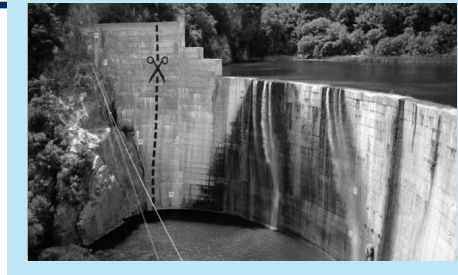
**ESTIMATED INVESTMENT:  
\$198 MILLION**

A transportation system that ensures mobility throughout Ventura County adds substantially to the quality of life but development of that transportation system cannot ignore the impacts that it may have on the environment. While individual projects in this Plan would include project specific mitigations, this program includes a total of 6% of all Plan funds, approximately \$198,000,000, for transportation investments that enable the preservation and/or improvement of Ventura County's natural environment.

A regional advanced mitigation program will enhance funding for individual project mitigations by enabling comprehensive, rather than piecemeal mitigation of the environmental impacts of major regional transportation improvements funded by the Plan. Funds will be available to provide high-value, landscape-scale benefits such as habitat protection, wildlife corridors, and watershed protection in exchange for streamlined programmatic permits and approvals from regulatory agencies such as:

- California Department of Fish and Wildlife
- U.S. Fish and Wildlife Service
- State and Regional Water Quality Control Boards
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

Funding would occur through a competitive grant program, based upon an open, science-based process, involving interested, knowledgeable stakeholders, to ensure maximum benefit and protection to impacted areas and sensitive, threatened and endangered habitat and species. Funds could be used for planning, project development, land acquisition, construction, maintenance, and/or to match other grant funds.



Priority will be given to projects that have strong community and stakeholder support, demonstrated readiness, and the ability to attract matching funds, grants, and in-kind contributions from local state, federal and non-profit entities. Projects must provide a direct nexus to transportation and may include but are not limited to:

- Reduction or elimination of runoff from highways, streets and roads including drainage improvements; bioswales and biofiltration channels; maintenance of catch basins, filters and screens; or other water quality improvements.
- Protection and/or restoration of habitat and watersheds including wetlands, rivers, streams, riparian corridors, and removal or modification of fish passage barriers that are or have been impacted by transportation infrastructure.
- Infrastructure or programs designed to enhance and protect opportunities for human interaction in natural areas such as hiking trails, raised trails, biking trails, trail bridges, signage, or other improvements.

Along with the cities and the County of Ventura, special districts, Caltrans, California Department of Fish and Wildlife, U.S. Fish and Wildlife and U.S. Army Corps of Engineers would be eligible to compete for these funds. Each grant recipient would be subject to requirements for the timely use of funds and an annual reporting of expenditures for review by the Taxpayer Oversight Committee.

Plan funds must augment, not replace, existing transportation related environmental quality, environmental mitigation, water quality and watershed expenditures.



# ADMINISTRATION, ACCOUNTABILITY & OVERSIGHT

ESTIMATED  
INVESTMENT:  
\$33 MILLION

Implementation of the Transportation Investment/Expenditure Plan and all spending is subject to the following specific safeguards and requirements to ensure that sales tax funds collected for the Plan may be spent only for the purposes identified in the Plan. Under no circumstances may the proceeds be applied to any purpose other than transportation and transportation-related improvements, projects, and programs benefitting Ventura County, including administration of the Plan, the costs of which will be limited to one percent of funding over the 30-year life of the Plan. Under no circumstances may these funds be diverted or appropriated by the State of California or any other governmental agency. The State and other public agencies may qualify for grant funding identified elsewhere in the Plan.

## Administration

### Plan and Sales Tax Duration

The duration of the Plan will be thirty years beginning April 2017 and terminating March 2047. The Plan and the sales tax revenue cannot be extended unless they are re-submitted to the voters under the laws and regulations in effect at that time.

### Governing Body

The governing body for the Plan will be the Ventura County Transportation Commission (Commission), acting as the Local Transportation Authority under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. The Commission consists of seventeen voting members as follows:

- All five members of the Ventura County Board of Supervisors
- A mayor or councilmember from each of the ten cities in Ventura County
- Two citizen representatives

### No Diversion of Funds

Funds can be spent only on projects and programs that serve Ventura County outlined in the Plan. Under no circumstances may these funds be appropriated by the State of California or any other entity not identified in the Plan. The state and other public agencies may qualify for grant funding identified elsewhere in the Plan.

### Open Decision Making Process

All decisions must be made through a fully noticed public process. The Commission will hold noticed public meetings subject to the Brown Act open meeting law; prepare annual budgets, strategic plans and annual spending reports with full public review and participation.

### Strict Limit on Administrative Costs

Cost for staff salaries and benefits to administer the Plan will be strictly limited to no more than one percent of the revenues or \$33 million over thirty years. Costs of administration include reasonable consultant costs; reasonable attorneys' fees, including costs of defense of the Plan or the sales tax measure; and the costs of the election seeking voter approval of the sales tax.

### Annual Spending Limit

A limit on the amount that the Commission may spend annually will be established pursuant to Section 4 of Article XIII B of the California Constitution.

### Maintenance of Effort

Pursuant to California Public Utilities Code Section 180000 (e), it is the intent of this Plan that funds generated by the sales tax be used to supplement, not replace, existing local revenues used for transportation purposes.

# ADMINISTRATION, ACCOUNTABILITY & OVERSIGHT CONT.

## **Comprehensive Review of Progress and Performance**

At least every ten years, a comprehensive review of all programs and projects implemented under the Plan will be undertaken to evaluate the status and performance of the overall program. The review shall include consideration of changes to local, state and federal transportation plans and policies; changes in land use, travel and growth projections; changes in environmental standards and policies; changes in project cost estimates and revenue projections; project constraints; level of public support for the Plan; and the progress of the Commission and local jurisdictions in implementing the Plan. The Commission may amend the Plan based upon its comprehensive review, subject to the following amendment process.

## **Amendments Require 2/3rd Support of the Commission**

The Plan may be amended to provide for the use of additional federal, state or local revenues, to account for unexpected revenues, to take into consideration unforeseen circumstances or respond to a comprehensive review. An amendment must be adopted by a two-thirds vote of the Commission acting as both the Commission and the Local Transportation Authority. The public and all jurisdictions in the County will be given a minimum of 45 days to comment on any proposed amendment.

## **Matching Funds**

Leveraging matching funds from federal, state and local sources is strongly encouraged and incentivized by the Plan. Any sales tax funds made available through replacement by matching funds will be allocated to another project or program of the same type as outlined in the Plan and shall not be diverted to any other use.

## **Project and Program Financing**

“Pay as you go” is the preferred method of financing transportation improvements and operations under the Plan. However, the Commission may and is authorized to use bond financing as an alternative method if the scope and timing of planned expenditures makes “pay as you go” infeasible. If used, bonds will be repaid with the proceeds of the sales tax. Costs associated with bonding, including interest payments, will be borne only by the capital projects or programs in the Plan that utilize bond proceeds. All costs and risks associated with bonding will be presented in the Commission’s strategic plan and subject to public comment before any bond sale is approved.

# AUDITS & ANNUAL SPENDING REVIEW

All funds will be subject to an annual audit, and all expenditures will be reviewed annually by a Taxpayer Oversight Committee.

## **Taxpayer Oversight Committee**

The Taxpayer Oversight Committee will have the responsibility to review and oversee all expenditures of sales tax funds under the Plan. The Committee reports directly to the public and has the following responsibilities:

- Hold public hearings and issue reports on at least an annual basis to inform Ventura County residents about how sales tax funds are being spent. Meetings and hearings of the full Committee will be open to the public and subject to the Brown Act open meeting law.
- The Committee will have full access to the Commission's independent auditor and will have the authority to request and review specific information regarding the use of sales tax funds and to comment on the auditor's reports.
- The Committee will have access to all sales tax audit reports prepared for local jurisdictions who receive sales tax allocations under the Plan.
- The Taxpayer Oversight Committee will prepare an annual report on spending and progress in implementing the Plan, and will make an annual finding, published and given broad distribution throughout Ventura County, as to whether the Commission is proceeding in accordance with the Plan.
- Taxpayer Oversight Committee members will be private citizens who are not elected or appointed officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership is limited to individuals who live in Ventura County. Members will be required to submit an annual statement of financial disclosure, and membership is restricted to those with no economic interest in any of the Plan's projects or programs.

- Each city and the County of Ventura shall solicit and appoint a member of the public from its jurisdictional boundaries to the Committee. Appointees should have expertise in one of the following areas: accounting, active transportation, construction, environmental sciences, engineering, finance, mobility, public transit, or project management. Terms of service will be four (4) years with no appointee serving more than two terms.

## **Commitments from Fund Recipients**

- All local jurisdictions receiving funds under the Plan for transit, roads, highways, bicycle and pedestrian improvements, goods movement, and environmental enhancements must expend funds expeditiously and report annually on completed or committed expenditures and any future planned expenditures. The reports will be made available to the public.
- All recipients of funds allocated under the Plan will be required to sign a Master Funding Agreement which details their role and responsibilities in spending the funds. Funding agreements will include performance and accountability measures, and recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent in accordance with the requirements of the Plan and Master Funding Agreement.

## **Annual Budget and Strategic Plan**

Each year the Commission will adopt an annual budget that projects expected sales tax receipts, other anticipated revenues and planned expenditures for administration, programs and projects under the Plan. The Commission will also prepare a strategic plan that will identify the priority for projects, and dates for project and/or program implementation based upon readiness, the ability to attract matching funds and other relevant criteria. Both the budget and the strategic plan will be adopted at a fully noticed public meeting of the Commission.