



**VENTURA COUNTY TRANSPORTATION COMMISSION
LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**
www.goventura.org

**AGENDA*
FRIDAY, MARCH 5, 2021
9:00 AM**

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

The meeting will be via ZOOM Webinar

Please click the link below to access the webinar:

<https://us02web.zoom.us/j/87184927093?pwd=aVhzb013RVZObmd2dFpNU2JgekN4Zz09>

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 and the Guidance for Gatherings issued by the California Department of Public Health commissioners will participate in the meeting from individual remote locations, which is in accordance with the Governor's Executive Order. Members of the public are encouraged to attend the meeting remotely. Persons who wish to address the commission on an item to be considered at this meeting are asked to submit comments in writing to the commission at ribarra@goventura.org by 4:30PM, Thursday, MARCH 4, 2021. Due to the current circumstances if you would like to participate in a verbal public comment on any item on the agenda during the meeting, please email your public comment to ribarra@goventura.org or via telephone at 805-642-1591 ext. 101. Any public comment received will be read into the record during the public comment portion of this meeting. In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Commission meeting, please contact VCTC staff (805) 642-1591 ext. 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. PUBLIC COMMENTS –** *Under the Brown Act, the Board should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda.*

Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

5. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give update and status reports on current projects.*
6. **COMMISSIONERS/EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
7. **ADDITIONS/REVISIONS** – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
8. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*

8A. [APPROVE MINUTES FROM FEBRUARY 5, 2021 VCTC MEETING- PG.5](#)

Recommended Action:

- Approve the summary minutes of FEBRUARY 5, 2021.

Responsible Staff: Roxanna Ibarra

8B. [MONTHLY BUDGET REPORT - PG.11](#)

Recommended Action:

- Receive and file the JANUARY monthly budget report.

Responsible Staff: Sally DeGeorge

8C. [BUDGET AMENDMENTS FOR THE REVISED FISCAL YEAR 2020/2021 LOCAL TRANSPORTATION FUND APPORTIONMENT- PG.19](#)

Recommended Action:

- Amend the VCTC Fiscal Year 2020/2021 budget to:
 - Increase the Regional Transportation Planning budget task LTF fund transfer revenues and consultant expenditures by \$162,400,
 - Increase the Management and Administration budget task LTF fund transfer revenues and new CalPERS Pension liability line item by \$1,000,000,
 - Increase the LTF fund transfer out line item by \$1,162,400,
 - Increase the LTF revenues by \$5,800,000, and,
 - Increase the TDA Administration budget task LTF revenues by \$6,957,600, the Article 3 bicycle and pedestrian expenditures by \$139,152 and the Article 4 and 8 expenditures by \$6,818,448.

Responsible Staff: Sally DeGeorge

8D. [CORRECTION TO CONGESTION MITIGATION AND AIR QUALITY \(CMAQ\) PROGRAM- CITY OF OXNARD-PG.21](#)

Recommended Action:

- Revise program approved during the February 5, 2021 meeting, as shown in Attachment A, to correct the title of one project subject to a cost increase for City of

Oxnard, to program the \$481,771 of CMAQ funding to the Oxnard Boulevard Bike Lanes.

Responsible Staff: Peter De Haan

8E. AMENDMENT NO. 1 TO SANTA PAULA BRANCH LINE TEMPORARY EMERGENCY CROSSING AGREEMENT/LICENSE FOR THE EAST AREA ONE PROJECT -PG.23

Recommended Action:

- Approve Amendment No.1 to Agreement x-415.90-2016-1, extending the term of the Padre Lane temporary emergency crossing for an additional 5 years, ending December 31st, 2025, to provide continued secondary emergency access to the East Area One Project in Santa Paula.

Responsible Staff: Andrew Kent

8F. TRANSIT MUTUAL AID COMPACT (TRANSMAC) AGREEMENT- PG.27

Recommended Action:

- Approve entering into the Transit Mutual Aid Compact (TransMAC) Agreement.

Responsible Staff: Claire Grasty

8G. QUARTERLY VCTC BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE MEASURES REPORT -PG.29

Recommended Action:

- Receive and File.

Responsible Staff: Claire Grasty

8H. AGREEMENT WITH AT&T FOR MOTORIST AID CALLBOX CELLULAR COMMUNICATIONS SERVICES- PG.33

Recommended Action:

- Authorize Purchase Order to obtain 4G/LTE cellular communications service from AT&T for Motorist Aid Callboxes pursuant to authority granted in Section 3 of Master Agreement 149 and Participating Addendum between AT&T Corp. and MTC.
- Approve an Amendment to the Motorist Aid Program Budget for FY 2020/2021 to increase the Callbox Communications line item.

Responsible Staff: Andrew Kent

8I. APPROVE AMENDMENT TO MOTORIST AID CALLBOX MAINTENANCE SERVICES CONTRACT- PG.39

Recommended Action:

- Approve an Amendment to the Contract with CASE Emergency Systems, Inc. for Motorist Aid Callbox Maintenance Services for Fiscal Year 2020/2021 – Fiscal Year 2022/2023 for a one-time engineering services fee of up to \$10,000.
- Approve an amendment to the Fiscal Year 2020/2021 Motorist Aid Program Budget to increase SAFE Revenues and Fund Transfer by \$10,000 and increase the Consultant Services expenditures by \$10,000.

Responsible Staff: Amanda Fagan

DISCUSSION CALENDAR:

9. OXNARD HARBOR DISTRICT UPDATE -PG.43

Recommended Action:

- Receive and File

Responsible Staff: Darren Kettle

10. LEGISLATIVE UPDATE- PG.45

Recommended Action:

- *Adopt “Support” position on Assembly Bill 361 (Rivas)*

Responsible Staff: Darrin Peschka

11. APPROVE AGREEMENT WITH CONSULTANT IBI GROUP FOR THE VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE -PG.69

Recommended Action:

- *Approve Agreement with IBI Group for consultant support services to update the Ventura County Comprehensive Transportation Plan (CTP) in an amount not to exceed \$449,980.*

Responsible Staff: Amanda Fagan & Caitlin Brooks

12. INCIDENT RESPONDER GRANT PROGRAM UPDATE- PG.71

Recommended Action:

- *Receive presentation on the Incident Responder Grant Program.*

Responsible Staff: Caitlin Brooks

13. VCTC GENERAL COUNSEL’S REPORT

14. AGENCY REPORTS

15. CLOSED SESSION:

1. Conference with Real Property Negotiators Property (Pursuant to Government code Section 54956.8) Property: Santa Paula Branch Line Railroad Right of Way Negotiating Parties: VCTC and Potential Bidders Under negotiations: Price and terms for lease.

2. Conference with Labor Negotiator (Pursuant to Government Code Section 54759.6) Agency Designated Representative: Darren Kettle Unrepresented Employees: All positions other than Executive Director

16. ADJOURN to 9:00 a.m. Friday, April 2, 2021



Item #8A

**MEETING MINUTES OF FEBRUARY 5, 2021 VCTC COMMISSION MEETING
AT 9:00AM VIA ZOOM**

CALL TO ORDER:

Chair Bill-de la Peña called the regular meeting of the Ventura County Transportation Commission to order at 9:06 A.M. VIA-ZOOM.

ROLL CALL/MEMBERS PRESENT:

Claudia Bill-de la Peña, City of Thousand Oaks, Chair
Daniel Chavez, Citizen Rep., Cities
Lynn Edmonds, City of Fillmore
Chris Enegren, City of Moorpark
Robert Huber- County of Ventura, Vice-Chair
Mike Johnson, City of Ventura
Mike Judge, City of Simi Valley
Matt LaVere, County of Ventura
Kelly Long, County of Ventura
Bryan MacDonald, City of Oxnard
Linda Parks, County of Ventura
Carmen Ramirez, County of Ventura
Richard Rollins, City of Port Hueneme
Andy Sobel, City of Santa Paula
Tony Tavares, Caltrans Director District 7
Tony Trembley, City of Camarillo
William Weirick, City of Ojai
Jim White, Citizen Rep., County

PLEDGE OF ALLEGIANCE was led by Chair Bill-de la Peña.

4. ELECTION OF CHAIR AND VICE-CHAIR TO VCTC FOR THE CALENDAR YEAR 2021.

Nomination of Kelly Long as Chair of the Ventura County Transportation Commission was made by Vice-Chair Huber. The nomination was seconded by Commissioner Chavez.

Vote: Motion Passed 16-1

Yes: Bill-de la Pena, Chavez, Edmonds, Enegren, Huber, Judge, LaVere, MacDonald, Parks, Ramirez, Rollins, Sobel, Trembley, Weirick, White and Long

No: Johnson

Nomination of Tony Trembley as Vice-Chair of the Ventura County Transportation Commission was made by Commissioner MacDonald. The nomination was seconded by Commissioner Parks.

Yes: Bill-de la Pena, Chavez, Edmonds, Enegren, Huber, Johnson, Judge, LaVere, MacDonald, Parks, Ramirez, Rollins, Sobel, Trembley, Weirick, White and Long.

5. **PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA:** Executive Director read into the record of the VCTC Zoom Commission meeting a public comment which was received from Mr. Victor Kamhi regarding adding a new position to the VCTC staff dedicated to finding transportation grants and preparing applications for both the Commission and as appropriate, its member agencies.
6. **CALTRANS REPORT-** CALTRANS Director Tony Tavares gave the update report regarding Caltrans projects, the report was distributed via-email to the Commissioners.
7. **COMMISSIONERS/EXECUTIVE DIRECTOR REPORT-**
Commissioner Judge reported on SCAG meeting. Commissioner Judge reported on a few things:
 - Discussion on new ways to move cargo.
 - Regional Council vote to not litigate the state over the RHNA numbers, RHNA numbers have gone thru the appeals process.

Commissioner MacDonald stated Oxnard City Council has filled Supervisor Carmen Ramirez vacant position as of last night with newly sworn in Councilmember Gabe Teran.

Executive Director Darren Kettle reported to the Commission the launch of the Freeway Service Patrol in February. The 1st beat will cover the 101 and 23 Conejo Grade, the 2nd beat will cover Camarillo Springs and the 101 out to Oxnard. The 3rd beat will cover Simi Valley and Moorpark. Mr. Kettle also stated the VCTC Commission usually initiates the review process for the Executive Director and General Counsel in February but last year due to the pandemic it was delayed and did not occur until September of 2020. Since there are 9 new Commission member and the last review occurred 6 months would the review process be delayed for 1 year? Chair Bill-de la Peña made the recommendation to delay the evaluation of the Executive Director and General Counsel for one year. All Commissioners approved the recommendation.

8. **ADDITIONS/REVISIONS-None**

9. **CONSENT CALENDAR- Commissioner Huber** moved to approve items 9A thru 9E on the Consent Calendar as recommended. The motion was seconded by **Vice-Chair Trembley** and passed unanimously.

9A. **APPROVE MINUTES FROM JANUARY 8, 2021 VCTC MEETING**

- Approved the summary minutes of JANUARY 8, 2021.

9B. **MONTHLY BUDGET REPORT**

- Received and filed the monthly budget report.

9C. **LEGISLATIVE UPDATE**

- Receive and file update on legislation regarding federal and state transportation issues.

9D. **VENTURA COUNTY MEDICAL CENTER HELIPORT EXPANSION**

- The Airport Land Use Commission (ALUC) advise the California Division of Aeronautics that the ALUC has reviewed the plans for the Ventura County Medical Center (VCMC) helipad

replacement on the roof of the Fainer building and makes no recommendation or assessment of the viability of the proposed plans.

9E. EXTENSION OF COVID-19 FEDERAL LEAVE PROGRAMS

- Approve extension and continuation of the leave benefits that were initially provided by the Families First Coronavirus Response Act (FFCRA) from January 1, 2021 through March 31, 2021 and authorize the Executive Director to extend through June 30, 2021 should circumstances warrant.

DISCUSSION CALENDAR:

10. COMMISSIONER APPOINTMENTS TO EXTERNAL ENTITIES

Make Appointments as Follows:

1. Single appointment to Southern California Association of Governments
Motion: Reappoint Commissioner Judge as a single appointment to Southern California Association of Governments.
2. Appoint primary and alternate member to the Southern California Regional Rail Authority (Metrolink)
Motion: Appoint Commissioner Tony Trembley as primary member and Commissioner Daniel Chavez as alternate members to the Southern California Regional Rail Authority (Metrolink)
3. Appoint primary and alternate member of the Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor agency (Amtrak Pacific Surfliner)
Motion: Reappoint Commissioner Bryan MacDonald as primary member and Commissioner Jim White as alternate member of the Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor agency (Amtrak Pacific Surfliner)
4. Appoint primary and alternate member to the California Vanpool Authority (CalVans)
Motion: Reappoint Commissioner Jim White as primary member and Commissioner Lynn Edmonds to alternate member to the California Vanpool Authority (CalVans).
5. Single appointment to the California Association of Councils of Governments
Motion: Appoint Commissioner Carmen Ramirez as a single appointment to the California Association of Councils of Governments.
6. Appoint primary and alternate member of the Coastal Rail Coordinating Council
Motion: Reappoint Commissioner Bryan MacDonald as primary member and Commissioner Richard Rollins as alternate member for the Coastal Rail Coordinating Council.

Commissioner MacDonald moved to approve Appointments to External Entities 1 through 6. The motion was seconded by **Commissioner Ramirez** and passed unanimously.

11. TRANSPORTATION DEVELOPMENT ACT (TDA) LOCAL TRANSPORTATION FUND (LTF) REVISED APPORTIONMENT FOR FISCAL YEAR 2021/2022 AND DRAFT APPORTIONMENT.

- Approve the Revised Local Transportation Fund Apportionment for Fiscal Year 2020/2021, apportioning a total of \$35.73 million as shown in Attachment A.
- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2021/2022, apportioning \$35.25 million as shown in Attachment B.

Commissioner Chavez moved to approve item 11 as recommended. The motion was seconded by **Commissioner Edmonds** and passed unanimously.

12. FISCAL YEAR 2021/2022 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) PUBLIC HEARING

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

Acting Chair Bill-de la Peña opened and read into the record both in English and Spanish the Fiscal Year 2021/2022 Transportation Development Act (TDA) Unmet Transit (UTN) Public Hearing Transit Needs (UTN) Public Hearing at 10:12am.

Claire Grasty gave a power point presentation during the Unmet Transit Needs public hearing.

Darren Kettle, Executive Director read into the record of the VCTC Zoom Commission meeting the public comments which were received from constituents regarding the Unmet Transit Needs Public Hearing. The public comments were submitted by:

- Destiney Saint Pierre-Unmet Transit needs for youth/adults getting to and from Moorpark then back to Fillmore.
- Harroll Moore-Unmet Transit needs of residents that travel between Fillmore and Moorpark.
- Christina Villasenor-Unmet Transit Needs for public transit bus lines between Fillmore and Moorpark and Fillmore and Santa Clarita.

Acting Chair Bill-de la Peña closed the public hearing at 10:34am any other public comment can be submitted to VCTC until February 12, 2021.

13. APPROVE AGREEMENT WITH FEHR & PEERS FOR A TRANSIT INTEGRATION AND EFFICIENCY STUDY TO REVIEW TRANSIT OPERATIONS AND STRUCTURE IN VENTURA COUNTY

- Approve an Agreement with Fehr & Peers not to exceed \$300,000 for Development of a Transit Integration and Efficiency Study.
- Approve a Budget Amendment to the VCTC Fiscal Year 2020/2021 Regional Transit Planning budget by increasing the State Transit Assistance (STA) revenues and Consultant Services expense line items by \$300,000 each. The funding source is STA fund balance which requires a budget amendment to increase the transfer-out funds by \$300,000.

Vice-Chair Trembley moved to approve item 13 as recommended. The motion was seconded by **Commissioner Chavez** and passed unanimously.

14. PROGRAMMING OF FISCAL YEAR (FY) 2020/21 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND FY 2019/20 AND 2020/21 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS

- Approve \$12,907,214 in CMAQ funds and \$592,242 in TDA Article 3 Bicycle and Pedestrian funds for the projects listed in the Attachment A.

Commissioner MacDonald moved to approve item 14 as recommended. The motion was seconded by **Vice-Chair Trembley** and passed unanimously.

15. VENTURA COUNTY FREIGHT CORRIDORS STUDY UPDATE

- Received a presentation on the status of the Ventura County Freight Corridors Study.

16. MEMORANDUM OF AGREEMENT WITH THE VENTURA COUNCIL OF GOVERNMENTS FOR THE VEHICLE MILES TRAVELLED ADAPTIVE MITIGATION PROGRAM

- Approve a Memorandum of Agreement between Ventura County Transportation Commission and the Ventura Council of Governments to jointly develop a Vehicle Miles Travelled Adaptive Mitigation Program.
- Approve a Budget Amendment to the Regional Transportation Planning budget to increase revenues by \$ 28,600 in new "REAP-SCAG/VCOG" funding, reduce the already budgeted LTF Fund Transfer revues by \$23,600, and increase the Legal Services expense line item by \$2,000, and the Consultant Services expense line item by \$3,000.

Commissioner Weirick moved to approve item 16 as recommended. The motion was seconded by **Commissioner Huber** and passed unanimously.

17. VCTC GENERAL COUNSEL'S REPORT- None

18. AGENCY REPORTS- None

19. CLOSED SESSION:

- Conference with Real Property Negotiators Property (Pursuant to Government code Section 54956.8) Property:
Santa Paula Branch Line Railroad Right of Way Negotiating Parties: VCTC and Potential Bidders
Under negotiations: Price and terms of lease.

Report from Closed Session:

The Commission, by unanimous vote, provided direction to the Executive Director and General Counsel regarding prices and terms for a potential lease with a railroad operator on the Santa Paula Branch Line and directed staff to negotiate a draft lease with the selected lessee for consideration by the Commission.

20. ADJOURNED to 9:00 a.m. Friday, March 5, 2021



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Item #8B

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for January 2021.

DISCUSSION:

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

The January 31, 2021 budget report indicates that the revenues were approximately 37.67% of the adopted budget while expenditures were approximately 29.01% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

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

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

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

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF JANUARY 31, 2021**

Assets and Deferred Outflows

Cash and Investments	\$ 42,988,825
Receivables/Due from other funds	3,517,306
Prepays and Deposits	119,112
Capital Assets, undepreciated	25,971,001
Capital Assets, depreciated, net	35,191,932
Deferred Outflows	879,100
Total Assets and Deferred Outflows	<u>\$ 108,667,276</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 3,500,766
Deferred Revenue	3,676,967
Deposits	67,059
Accrued Vacation	183,710
Pension Liability	2,143,432
OPEB Liability	352,734
Deferred Inflows	291,147
Total Liabilities and Deferred Inflows:	<u>\$ 10,215,815</u>

Net Position:

Invested in Capital Assets	\$ 60,892,975
Fund Balance	37,558,486
Total Net Position	<u>\$ 98,451,461</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2021**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues												
Federal Revenues	\$ 6,411,568	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,328,331	\$ 770,786	\$ 10,510,685	\$ 37,915,206	(27,404,521)	27.72
State Revenues	679,110	15,871,019	1,797,102	341,237	462,882	0	415,043	0	19,566,393	43,455,245	(23,888,852)	45.03
Local Revenues	90,097	0	0	0	0	301,624	799,092	100,000	1,290,813	1,978,096	(687,283)	65.26
Other Revenues	977	0	0	0	0	0	120,425	0	121,402	315,812	(194,410)	38.44
Interest	11,142	31,234	40,814	17,966	15,548	137	651	928	118,420	235,000	(116,580)	50.39
Total Revenues	7,192,894	15,902,253	1,837,916	359,203	478,430	301,761	4,663,542	871,714	31,607,713	83,899,359	(52,291,646)	37.67
Expenditures												
Administration												
Personnel Expenditures	1,701,885	0	0	0	0	0	103,379	18,213	1,823,477	3,648,200	(1,824,723)	49.98
Legal Services	8,403	0	0	0	0	0	0	0	8,403	40,000	(31,597)	21.01
Professional Services	69,425	0	0	0	0	0	0	0	69,425	139,500	(70,075)	49.77
Office Leases	53,802	0	0	0	0	0	0	0	53,802	134,800	(80,998)	39.91
Office Expenditures	286,295	0	0	0	0	0	56,735	9,995	353,025	479,000	(125,975)	73.70
Total Administration	2,119,810	0	0	0	0	0	160,114	28,208	2,308,132	4,441,500	(2,133,368)	51.97
Programs and Projects												
Transit and Transportation Program												
Regional Transit Technology	88,311	0	0	0	0	0	0	0	88,311	3,428,477	(3,340,166)	2.58
Senior-Disabled Transportation	150,341	0	0	0	0	0	0	0	150,341	393,100	(242,759)	38.24
VCTC Intercity Bus Services	0	0	0	0	0	0	3,611,967	0	3,611,967	11,663,790	(8,051,823)	30.97
Valley Express Bus Services	0	0	0	0	0	0	0	742,580	742,580	1,906,800	(1,164,220)	38.94
Transit Grant Administration	3,029,671	0	0	0	0	0	0	0	3,029,671	14,323,900	(11,294,229)	21.15
Total Transit and Transportation	3,268,323	0	0	0	0	0	3,611,967	742,580	7,622,870	31,716,067	(24,093,197)	24.03
Highway Program												
Motorist Aid Services	0	0	0	242,689	0	0	0	0	242,689	1,424,500	(1,181,811)	17.04
Highway Program Management	2,245,547	0	0	0	0	0	0	0	2,245,547	9,639,030	(7,393,483)	23.30
Total Highway	2,245,547	0	0	242,689	0	0	0	0	2,488,236	11,063,530	(8,575,294)	22.49

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2021**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink and Commuter Rail	2,973,199	0	0	0	0	0	0	0	2,973,199	13,214,916	(10,241,717)	22.50
LOSSAN and Coastal Rail	2,535	0	0	0	0	0	0	0	2,535	12,300	(9,765)	20.61
Santa Paula Branch Line	0	0	0	0	0	349,738	0	0	349,738	945,443	(595,705)	36.99
Total Rail	2,975,734	0	0	0	0	349,738	0	0	3,325,472	14,172,659	(10,847,187)	23.46
Commuter Assistance Program												
Reg Transit Information Center	588	0	0	0	0	0	0	0	588	43,800	(43,212)	1.34
Rideshare Programs	120,188	0	0	0	0	0	0	0	120,188	356,654	(236,466)	33.70
Total Commuter Assistance	120,776	0	0	0	0	0	0	0	120,776	400,454	(279,678)	30.16
Planning and Programming												
TDA Administration	82,500	9,014,957	212,460	0	42,046	0	0	0	9,351,963	24,118,886	(14,766,923)	38.77
Transportation Programming	612	0	0	0	0	0	0	0	612	21,300	(20,688)	2.87
Regional Transportation Planni	64,848	0	0	0	0	0	0	0	64,848	763,600	(698,752)	8.49
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,500	(18,500)	0.00
Regional Transit Planning	86,986	0	0	0	0	0	0	0	86,986	1,787,764	(1,700,778)	4.87
Total Planning and Programming	234,946	9,014,957	212,460	0	42,046	0	0	0	9,504,409	26,710,050	(17,205,641)	35.58
General Government												
Community Outreach	79,100	0	0	0	0	0	0	0	79,100	253,500	(174,400)	31.20
State and Federal Relations	68,685	0	0	0	0	0	0	0	68,685	114,200	(45,515)	60.14
Management and Administration	461,011	0	0	0	0	0	0	0	461,011	669,241	(208,230)	68.89
Total General Government	608,796	0	0	0	0	0	0	0	608,796	1,036,941	(428,145)	58.71
Total Expenditures	11,573,933	9,014,957	212,460	242,689	42,046	349,738	3,772,081	770,788	25,978,692	89,541,201	(63,562,509)	29.01

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2021**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(4,381,038)	6,887,296	1,625,456	116,514	436,384	(47,977)	891,461	100,926	5,629,022	(5,641,842)	11,270,864	(99.77)
Other Financing Sources												
Transfers Into GF From LTF	3,813,771	0	0	0	0	0	0	0	3,813,771	5,054,303	(1,240,532)	75.46
Transfers Into GF From STA	1,169,570	0	0	0	0	0	0	0	1,169,570	3,430,980	(2,261,410)	34.09
Transfers In GF fr SGR Mtro	0	0	0	0	0	0	0	0	0	4,872,148	(4,872,148)	0.00
Transfers Into GF From SAFE	37,646	0	0	0	0	0	0	0	37,646	49,100	(11,454)	76.67
Transfers Into GF From SPBL	73,950	0	0	0	0	0	0	0	73,950	127,300	(53,350)	58.09
Transfers Into SPBL From LTF	0	0	0	0	0	72,432	0	0	72,432	127,300	(54,868)	56.90
Transfers Into SPBL From STA	0	0	0	0	0	64,852	0	0	64,852	606,443	(541,591)	10.69
Transfers Into VI From STA	0	0	0	0	0	0	1,000,000	0	1,000,000	1,795,158	(795,158)	55.71
Transfers Out of LTF Into GF	0	(3,813,770)	0	0	0	0	0	0	(3,813,770)	(5,054,303)	1,240,533	75.46
Transfers Out of LTF Into SPBL	0	(72,432)	0	0	0	0	0	0	(72,432)	(127,300)	54,868	56.90
Transfers Out of STA Into GF	0	0	(1,169,571)	0	0	0	0	0	(1,169,571)	(3,430,980)	2,261,409	34.09
Transfers Out of STA Into SPBL	0	0	(64,852)	0	0	0	0	0	(64,852)	(606,443)	541,591	10.69
Transfers Out of STA Into VI	0	0	(1,000,000)	0	0	0	0	0	(1,000,000)	(1,795,158)	795,158	55.71
Transfers Out of SAFE Into GF	0	0	0	(37,646)	0	0	0	0	(37,646)	(49,100)	11,454	76.67
Transfers Out of SPBL Into GF	0	0	0	0	0	(73,950)	0	0	(73,950)	(127,300)	53,350	58.09
Transfers Out of SGR into GF	0	0	0	0	0	0	0	0	0	(4,872,148)	4,872,148	0.00
Total Other Financing Sources	5,094,937	(3,886,202)	(2,234,423)	(37,646)	0	63,334	1,000,000	0	0	0	0	0.00
Net Change in Fund Balances	713,899	3,001,094	(608,967)	78,868	436,384	15,357	1,891,461	100,926	5,629,022	(5,641,842)	11,270,864	(99.77)
Beginning Fund Balance w/o capital as	2,598,747	9,649,449	13,224,224	4,625,197	3,898,381	25,370	19	0	34,021,387	33,572,663	448,724	101.34
Long-term Pension/OPEB/Vacation Adj	(1,925,453)	0	0	0	0	0	(166,469)	0	(2,091,922)	0	(2,091,922)	0.00
Ending Fund Balance	\$ 1,387,193	\$ 12,650,543	\$ 12,615,257	\$ 4,704,065	\$ 4,334,765	\$ 40,727	\$ 1,725,011	\$ 100,926	\$ 37,558,487	\$ 27,930,821	\$ 9,627,666	134.47

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

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF JANUARY 31, 2021**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$ 0.00	EAC only	\$ 2,649,251.18
LAIF	State Pool	N/A	14,480.44	0.84%	6,899,648.88
County of Ventura	Treasury Pool	N/A	103,940.26	1.01%	33,329,225.41
Total			\$118,420.70		\$42,878,125.47

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

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

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

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

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



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Item #8C

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: SALLY DEGEORGE, FINANCE DIRECTOR
**SUBJECT: BUDGET AMENDMENTS FOR THE REVISED FISCAL YEAR 2020/2021
LOCAL TRANSPORTATION FUND APPORTIONMENT**

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2020/2021 budget to:
 - Increase the Regional Transportation Planning budget task LTF fund transfer revenues and consultant expenditures by \$162,400,
 - Increase the Management and Administration budget task LTF fund transfer revenues and new CalPERS Pension liability line item by \$1,000,000,
 - Increase the LTF fund transfer out line item by \$1,162,400,
 - Increase the LTF revenues by \$5,800,000, and,
 - Increase the TDA Administration budget task LTF revenues by \$6,957,600, the Article 3 bicycle and pedestrian expenditures by \$139,152 and the Article 4 and 8 expenditures by \$6,818,448.

DISCUSSION:

Last month, the Commission approved the revised Fiscal Year 2020/2021 Transportation Development Act (TDA) - Local Transportation Fund (LTF) apportionment (see February 2021, Item 11, Attachment A). As part of the revision, additional LTF funds were apportioned to Ventura County Transportation Commission (VCTC), transit operators and local agencies. The Commission approved apportioning an additional \$8.12 million in LTF sales tax receipts. The additional funds and uses are as follows:

- \$1,000,000 for VCTC Administration one-time pay down of VCTC's CalPERS pension unfunded liability. This "pay-down" will lower VCTC's liabilities, reduce long-term costs, and increase the pension funding ratio. It is estimated (with CalPERS assistance) that VCTC will save over \$1.1 million in interest costs by paying the one-time payment Additional Discretionary Payment (ADP) instead of overtime as well as increasing the

funded status from 80% to 88% based on the 2019 actuarial valuation. This one-time payment will be reflected within the Management and Administrative budget task.

- \$162,400 for VCTC Planning purposes that will augment the Regional Transportation Planning budget task to be used to partially fund the Comprehensive Transportation Plan, the Congestion Management Program, and the Ventura County Traffic Model updates.
- \$139,152 for Pedestrian and Bicycle Facilities projects within the TDA Administration budget task. The additional LTF funds will flow to local agencies through the combined Congestion Mitigation and Air Quality (CMAQ) and TDA-LTF Article 3 Pedestrian/Bicycle competitive programming process.
- \$6,818,448 for Articles 4 and 8 projects within the TDA Administration budget task. Cities with populations over 100,000, only Article 4, transit, funds can be claimed. Cities with populations under 100,000, Article 4 or 8 funds can be claimed. Article 8 funds can be claimed for transit needs and, if all transit needs are met, can be claimed for street and road projects, if eligible. The City of Thousand Oaks is exempt from the 100,000-population rule and is eligible to spend funds on Article 4 or 8 per Senate Bill (SB) 848 June 2018. These funds are apportioned to local agencies by population.

The increased LTF apportionment requires VCTC to amend its budget in order to allocate the funds. Therefore, it is staff's recommendation to amend the VCTC Fiscal Year 2020/2021 budget to: increase the Regional Transportation Planning budget task LTF fund transfer revenues and consultant expenditures by \$162,400 (planning funds); increase the Management and Administration budget task LTF fund transfer revenues and new CalPERS Pension liability line item by \$1,000,000 (one-time administration funds); increase the LTF fund transfer out line item by \$1,162,400 (to transfer funds from the LTF special revenue fund to the General Fund); increase the LTF revenues by \$5,800,000; and, increase the TDA Administration budget task LTF revenues by \$6,957,600, the Article 3 bicycle and pedestrian expenditures by \$139,152 and the Article 4 and 8 expenditures by \$6,818,448 (transit operators and local agencies Article 4 and 8).



Item #8D

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: CORRECTION TO CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – CITY OF OXNARD

RECOMMENDATION:

- Revise program approved during the February 5, 2021 meeting, as shown in Attachment A, to correct the title of one project subject to a cost increase for City of Oxnard, to program the \$481,771 of CMAQ funding to the Oxnard Boulevard Bike Lanes.

BACKGROUND:

At last month's meeting the Commission programmed a total of \$13,499,456 for transit vehicle replacements, bicycle/pedestrian project cost increases, and for four new air quality related projects. The approved cost increases included \$4,685,825 for eight previously-approved bicycle/pedestrian projects, with the justifications for the cost increases having first been reviewed by TTAC and recommended for Commission approval by that Committee.

One of the cost increases recommend by staff to TTAC, and approved by that Committee, was for an additional \$481,771 requested by the City of Oxnard for its project to build bike lanes on Oxnard Boulevard between US 101 and Gonzalez Road. However, in preparing the Commission staff report, staff inadvertently inserted the name of a new different project proposed by Oxnard, rather than the Oxnard Boulevard project. Although the wrong project name was listed in the staff report to the Commission, the funding amount for Oxnard Boulevard, \$481,771, was listed correctly.

Assuming that CMAQ money continues to become available in future years, Oxnard and other local jurisdictions will have the opportunity to apply for funding of new eligible projects through a call for projects in which applications will be scored and ranked using criteria adopted by the Commission.

RECOMMENDED BIKE / PEDESTRIAN COST INCREASES FOR PREVIOUSLY-APPROVED PROJECTS (CORRECTED FEBRUARY 2021 RECOMMENDATION)

Project Name:	Agency:	TDA Article 3 Funds FY 19/20:	TDA Article 3 Funds: FY 20/21	CMAQ Funds:
Rancho Road Sidewalk and Bike Lanes	Thousand Oaks			348,846
Conejo School Road / Willow Road Sidewalk and Bike Lanes	Thousand Oaks			666,197
Route 126 Bike Path Gap Closure	Ventura			109,230
Sheridan Way Bike Path	Ventura			132,508
Ojai Avenue / Maricopa Highway Bike / Ped Improvements	Ojai	170,322	321,920	1,173,682
Pleasant Valley Road Bike Lanes	Camarillo			1,000,000
NE Community Bike / Ped Improvements	Oxnard			281,348
Fourth Street Mobility Improvement Design Oxnard Boulevard Bike Lanes	Oxnard			481,771

Total: \$4,685,825



March 5, 2021

Item #8E

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: ANDREW KENT, PROGRAM ANALYST
**SUBJECT: AMDENDMENT NO. 1 TO SANTA PAULA BRANCH LINE TEMPORARY
EMERGENCY CROSSING AGREEMENT / LICENSE FOR THE EAST AREA ONE
PROJECT**

RECOMMENDATION:

- Approve Amendment No. 1 to Agreement X-415.90-2016-1, extending the term of the Padre Lane temporary emergency crossing for an additional 5 years, ending December 31st 2025, to provide continued secondary emergency access to the East Area One Project in Santa Paula.

BACKGROUND:

In 2017, the Padre Lane crossing of the Santa Paula Branch Line was closed as a condition of the California Public Utility Commission (CPUC) decision to allow the construction of a new crossing at Hallock Street to provide primary access to the Limoneira Lewis ("Developer") East Area One project (the "Project") in Santa Paula. The City of Santa Paula and the Developer petitioned the CPUC to reopen the Padre Lane crossing to provide secondary access to the Project for use solely by City police, fire and other emergency service vehicles. CPUC ruled that the Padre Lane crossing could be reopened as an emergency-access-only crossing until completion of the Santa Paula Bridge, providing an alternative secondary access to the Project over the Santa Paula Creek.

VCTC entered into Temporary Emergency Crossing Agreement X-415.90-2016-1 with the Developer and City of Santa Paula allowing for temporary improvements and emergency use of the Padre Lane crossing for three (3) years, ending December 31, 2020.

DISCUSSION:

To date, the Developer has not completed the Santa Paula Bridge project due to extended regulatory agency review of the bridge construction plans, and no alternative secondary access point is readily available. The Developer believes that the bridge project will take an additional five (5) years to complete. The CPUC ruling allows the Padre Lane crossing to remain open for emergency access until completion of the bridge project.



**Ventura County Transportation Commission
Santa Paul Branch Line
Amendment to Temporary Emergency Crossing Agreement/License**

Agreement Number: X-415.90-2016-1

Mile Post: 415.90, Santa Paula Branch Line

Location: Santa Paula, Ventura County, California (Padre Lane)

Licensee: Limoneira Lewis Community Builders LLC/City of Santa Paula

1. **Amendment No. 1**, effective as of January 1, 2021, to Agreement X-415.90-2016-1 (the "Agreement" or "License") is made and entered into by and between Ventura County Transportation Commission ("VCTC") as "Licensor" and Limoneira Lewis Community Builders LLC, a Delaware limited liability company ("Developer"), and the City of Santa Paula ("City") (collectively as "Licensee").

2. RECITALS.

2.1 WHEREAS, VCTC entered into Temporary Emergency Crossing Agreement X-415.90-2016-1 with Developer and City, dated July 12, 2017, to permit the Developer to make temporary improvements to the Padre Crossing for use solely by City police, fire and other emergency service vehicles as the City deems necessary to provide emergency service to the Developer's "East Area One" project (the "Project").

2.2 WHEREAS, California Public Utilities Commission Decision 15-12-006 permits the Padre Lane crossing to remain open as an emergency-access-only crossing until completion of the Santa Paula Bridge, providing secondary access to the Project.

2.3 WHEREAS, the term of the temporary crossing agreement was set to expire three (3) years from completion of the temporary crossing improvements, December 31st, 2020.

2.4 WHEREAS, an alternative secondary access point to the Project has not been completed by the end of the three year Agreement term.

2.5 WHEREAS, Developer and City requested to extend the Agreement for an additional five (5) years, to a total term of eight (8) years.

2.6 NOW, THEREFORE, for the consideration hereinafter stated, VCTC and Developer and City agree as follows:

2.6.1 Amend section 13(a) of the agreement to read:

"This License shall become and be effective as of the date first set forth above and shall expire eight (8) years after the completion of the Emergency Crossing Improvements (but no later than December 31, 2025) ... Notwithstanding the foregoing, if upon expiration of the eight (8) year Agreement

term, either Developer or the City desires to extend the License, Developer or City will request an extension of the term in writing...”

3. All other terms and conditions of the PRIME AGREEMENT shall remain in full force and effect.

Signatures follow on the next page.

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment No. 1, effective as of the date first written above.

VENTURA COUNTY TRANSPORTATION COMMISSION

By: _____

Kelly Long, VCTC Chair

APPROVED AS TO FORM:

By: _____

Steven T. Mattas, General Counsel

LIMONIERA LEWIS COMMUNITY BUILDERS, LLC

By: _____

John M. Goodman, VP/CEO/CFO

CITY OF SANTA PAULA

By: _____

City Manager

APPROVED AS TO FORM:

By: _____

General Counsel



Item #8F

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, PROGRAM MANAGER

SUBJECT: TRANSIT MUTUAL AID COMPACT (TRANSMAC) AGREEMENT

RECOMMENDATION:

- Approve entering into the Transit Mutual Aid Compact (TransMAC) Agreement

BACKGROUND:

Over the last year and a half, VCTC and the Santa Barbara Association of Governments (SBCAG) have worked with our consultant Claris Strategy, an advisory committee and numerous stakeholders to develop the Transportation Emergency Preparedness Plan (TEPP), including the transit operators in both counties. The final Plan was approved by VCTC and SBCAG in December 2020.

One of the most significant recommendations to come out of the TEPP process and Technical Memorandum is entering to a mutual aid agreement. Mutual aid was a major component of the TEPP and was discussed throughout the process, including at Transcom and a separate mutual aid meeting. The recommendation is specifically to enter into the existing Transit Mutual Aid Compact (TransMAC) agreement, which includes participation by most Southern California transit operators, including LA Metro and LA ACCESS.

DISCUSSION:

TransMAC was designed to forge a resilient, formal, and mutually beneficial relationship among public transit providers that allows agencies to provide support to each other during the response to, and recovery from, emergencies, pre-planned events, and other incidents that may impact transit operations, and to be similar to mutual aid/assistance agreements in other disciplines. It ensures each agency maintains control over its assets and is appropriately protected, ultimately enhancing the collective ability to provide service to the public and support public safety missions without interruption. It was also developed by numerous agencies with the goal of having a number of agencies participate, making mutual aid more likely and less burdensome to the agencies that provide support. With the robust membership, the request of vehicles or services are spread across the members, rather than on a couple agencies. Additionally, as the agreement has already been developed and approved by numerous agencies, Ventura County operators would not have to develop one from scratch.

Additionally, the California State Legislature saw the benefit of mutual aid arrangements in the transit and transportation sector. AB 2730, signed into law on September 29, 2020, authorizes “a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county’s emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county.” While not all operators fall into this category, entering into an agreement with a neighboring county is consistent with this law.

Joining TransMAC will allow VCTC Intercity bus service to call on the resources of the 18 transit operators that are signatories of the agreement during an emergency. It will provide a formal avenue for VCTC to also provide its resources it has available when called upon. Resources will not be provided if VCTC is not in a position to lend them or they would otherwise hurt operations. The TransMAC agreement also stipulates operators will be reimbursed for resources provided.

VCTC staff and legal counsel has reviewed the TransMAC agreement and has no issues as written and are in support of moving forward, as this agreement will be mutually beneficial to our service and county, as well as to the other signatories.

At the time this report was written, Thousand Oaks Transit plans to sign onto the agreement at an upcoming Council meeting and the Valley Express’ Heritage Valley Technical Advisory Committee approved the agreement and it will be considered by the Heritage Valley Policy Advisory Committee at an upcoming meeting. The other county operators are in the process of reviewing the agreement. The participation by Ventura County operators will grow the membership significantly and make it that much more robust and better prepare the county in an emergency.

As such, VCTC is recommending the VCTC Intercity service begin the process of entering into the TransMAC agreement, which is attached.



March 5, 2020

Item #8G

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, REGIONAL TRANSIT MANAGER

JENI EDDINGTON, TRANSIT PLANNER

SUBJECT: QUARTERLY VCTC INTERCITY BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE MEASURES REPORT

RECOMMENDATION:

Receive and File.

DISCUSSION:

To continue Ventura County Transportation Commission's (VCTC) objective to become a more data driven and transparent organization, VCTC provides quarterly reports that detail ridership, performance measures, and goals for the VCTC Intercity bus transit and Metrolink/LOSSAN rail services.

This reporting period covers the second quarter of fiscal year 2021 (FY21) which includes October, November and December of 2020. This is the first time that the ridership data is being presented as a visual dashboard.

VCTC Intercity and other local transit agencies suspended fares in March 2020 to reduce 'high frequency touch points' meaning that this is the third full quarter that the VCTC Intercity bus service has been operating without passenger provided fare revenue.

Riders have slowly been returning to VCTC Intercity since May 2020. Despite a surge in Covid-19 cases in November and the Southern California Regional Shelter-In-Place Orders in December, Q2 FY21 experienced a 6% increase in ridership over last quarter (which experienced a 37% increase over the previous quarter). However, VCTC Intercity ridership is still down by 67.4% when compared to the same time period in 2019.

The intent of presenting this report is twofold: 1) To establish a quarterly reporting method of the bus and rail ridership and performance measures to the Commission; and 2) to memorialize what has been internal staff practice over the years in tracking transit performance measures and using planning guidelines to develop new service and improve existing service. The data reports are built around the four following priorities of VCTC transit service provision:

1. Safety
2. Increasing Mobility and Transportation for as Many People as Possible
3. Providing Effective, Efficient, and Reliable Service
4. Providing Outstanding Customer Service

VCTC INTERCITY

Ridership, Productivity, and Efficiency of Service

Oct - Dec 2020

54,864

Boardings

Oct - Dec 2019

168,273

-67.40%

SECOND QUARTER 2020 HIGHLIGHTS

Total ridership in Q2 down 67.4% from FY20 and down 6.04% over Q1 FY21. All lines except Highway 126 reported reduced ridership over Q1.

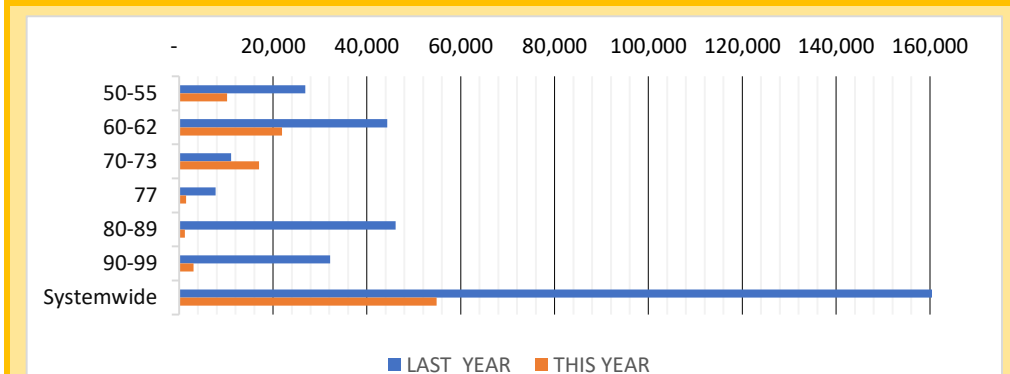
CUSTOMER SERVICE

Of the 13 complaints received this quarter, 9 were invalid, 2 are under investigation, and 2 were related to the enforcement of Covid-19 protocol (masks/social distancing).

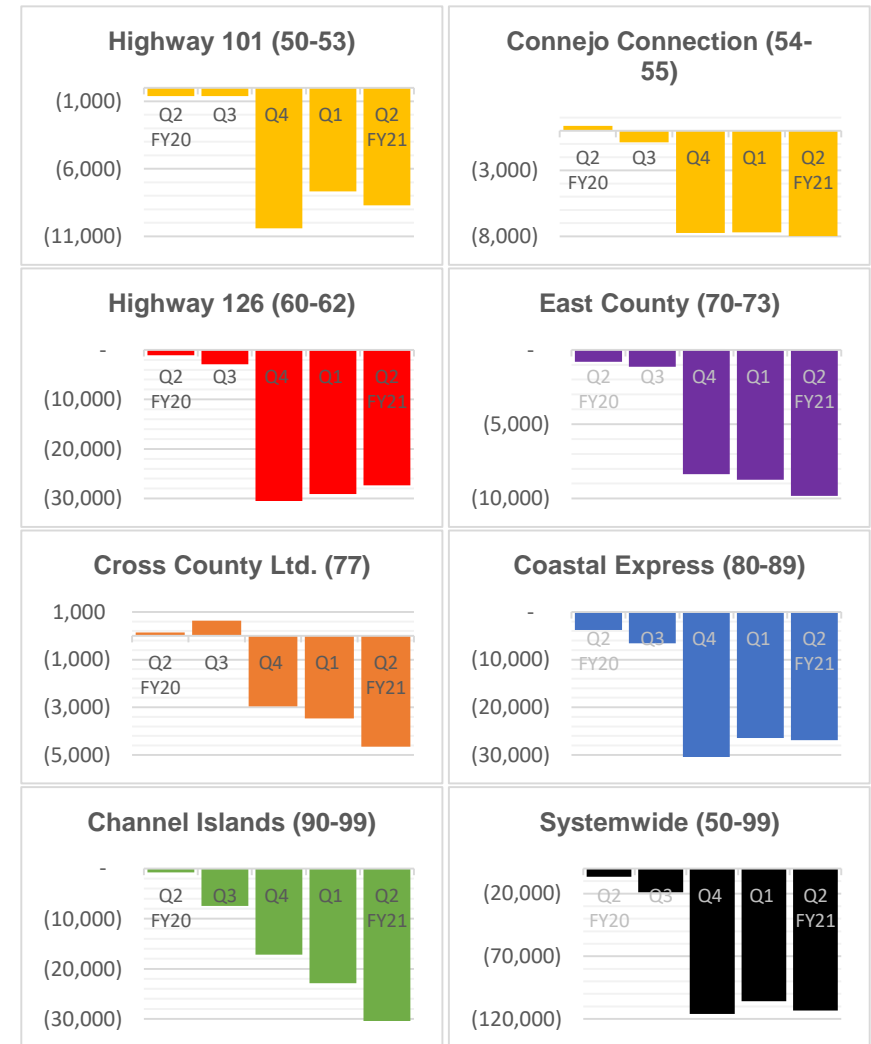
The following table provides information on Intercity commuter boardings to better understand ridership composition; and identify customer needs, factors to on-time performance and other potential service improvements.

	Boardings	% of Ridership	% change in Boardings
Wheelchair Boardings	155	0.28%	11%
Bicycle Boardings	3,944	7.19%	274%
Train Transfers	1,729	3.15%	-59%

VCTC Intercity Line Ridership



RIDERSHIP CHANGE FROM PRIOR YEAR - LAST 15 MONTHS



VCTC INTERCITY

Ridership, Productivity, and Efficiency of Service

Oct - Dec 2020

\$0

Fare Revenue

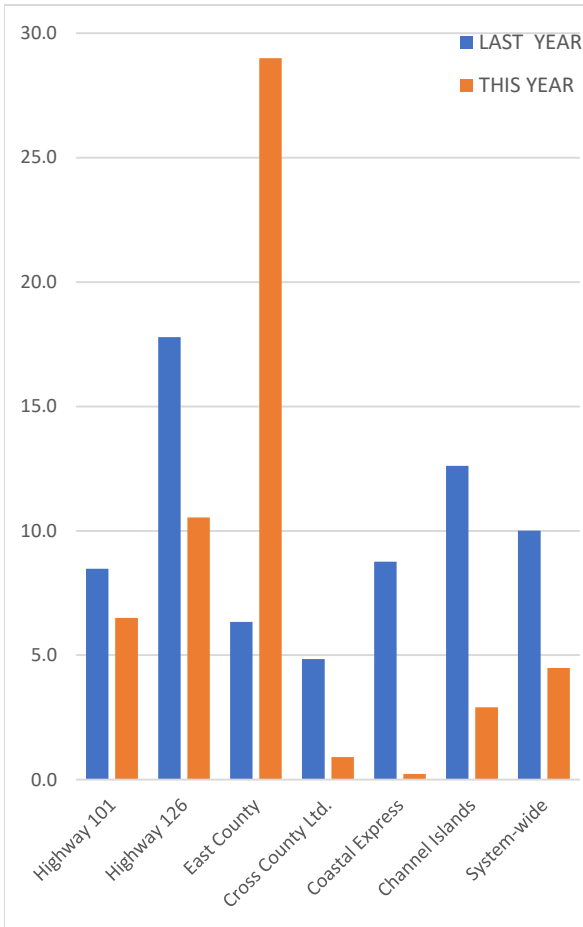
Oct - Dec 2019

\$283,529

-100%*



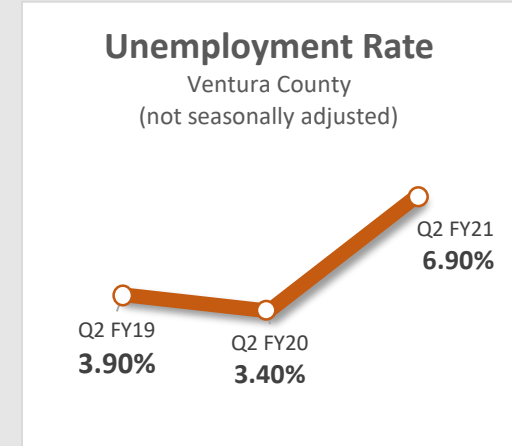
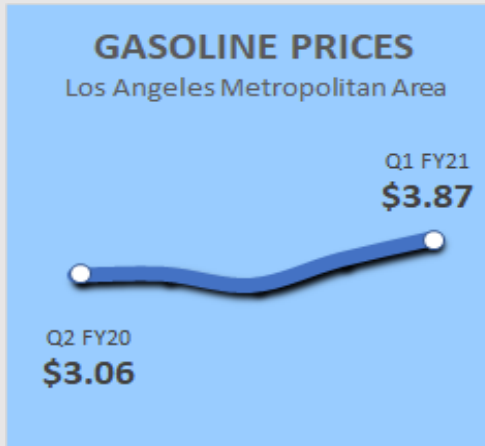
PASSENGERS PER SERVICE HOUR



COST AND REVENUE PER PASSENGER

	Q2 FY20	Q2 FY21	% Change
Operating Cost	\$ 2,045,415	\$ 563,278	-72%
Passenger Revenue	\$ 283,529	\$ -	-100%
Passenger Revenue including Route Guarantees	\$ 634,279	\$ 208,225	-67%
Passengers	168,273	54,864	-67%
Cost per Passenger	\$12.16	\$10.27	-16%
Farebox Recovery Ratio not including route guarantees	13.9%	0.0%	-100.0%
Farebox Recovery Ratio including route guarantees	31.0%	37.0%	19.2%

EXTERNAL RIDERSHIP FACTORS

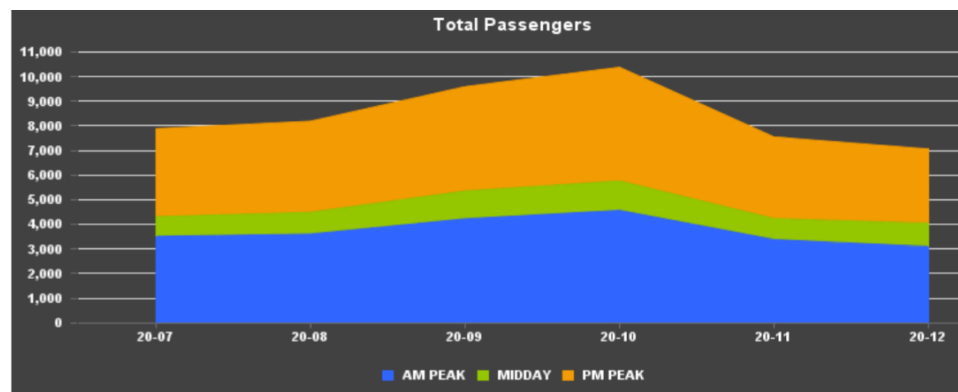


*Due to Suspension of Fares

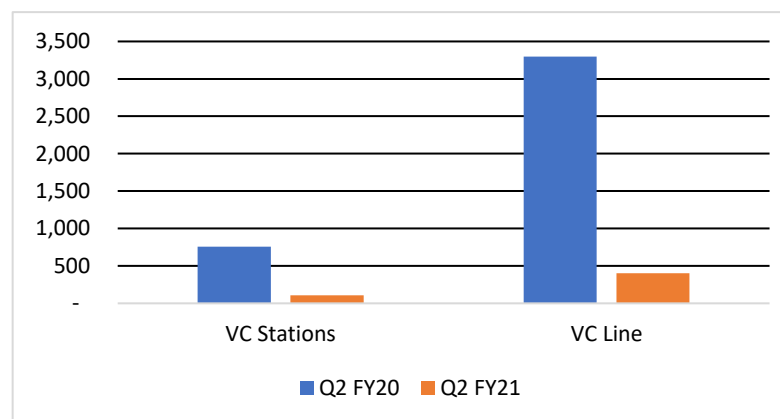
METROLINK | Ventura County Line

Ridership, Productivity, and Efficiency of Service

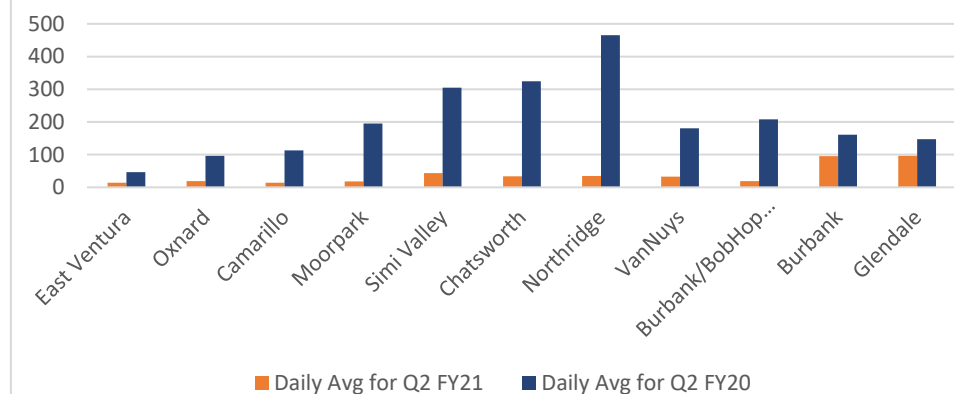
VENTURA COUNTY LINE RIDERSHIP



VENTURA COUNTY LINE & STOPS



Metrolink Ventura County Station
Average Daily Boardings (year-over-year)



Daily Passenger Trips	VC Stations	VC Line	System Total
Q2 FY20	756	3,297	38,652
Q2 FY21	108	404	6,863
Percent Change	-86%	-88%	-82%

SECOND QUARTER 2020 HIGHLIGHTS

Commuter rail, including the Metrolink service, continues to be significantly affected by the pandemic due to the stay at home orders and people working from home, especially along the VC Line that has a proportion of commuters now working from home.



Item #8H

March 5, 2020

MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND POLICY

SUBJECT: AGREEMENT WITH AT&T FOR MOTORIST AID CALLBOX CELLULAR COMMUNICATIONS SERVICES

RECOMMENDATION:

- Authorize Purchase Order to obtain 4G/LTE cellular communications service from AT&T for Motorist Aid Callboxes pursuant to authority granted in Section 3 of Master Agreement 149 and Participating Addendum between AT&T Corp. and MTC.
- Approve an Amendment to the Motorist Aid Program Budget for FY 2020/2021 to increase the Callbox Communications line item.

BACKGROUND:

The Ventura County Transportation Commission, acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), manages the Motorist Aid Services Program, which is financed by a \$1 annual charge on all registered vehicles in Ventura County. Motorist Aid includes the Callbox Program, a system of 429 emergency call boxes that provide motorists with a direct link to California Highway Patrol to request roadway assistance. The system averages approximately 1,200 calls for motorist assistance per year.

The callbox system operates using cellular communications service provided to each unit throughout the County. AT&T is the current service provider. No contract for service is in place at this time, and 3G cellular service is provided based on an allocation of minutes per callbox. As a result, when maintenance or communications issues arise and allocated minutes are exceeded, costs can vary substantially from month to month. In addition, the current service is associated with the 3G system, which is being phased out by cellular service providers. An upgrade to 4G/LTE service for the Ventura County Motorist Aid Callbox System is planned to commence in April 2021.

DISCUSSION:

In association with the transition to 4G/LTE service, Metropolitan Transportation Commission (MTC) negotiated cellular service rates and a contract with AT&T that enables other SAFEs to sign on to the contract. VCTC's adopted Procurement Policies and Procedures allows such "Piggybacking," which is defined as "an assignment of existing contract rights to purchase supplies, equipment or services, whereby VCTC may assign or obtain contractual rights to purchase goods and services, provided the original contract contains the appropriate 'assignability provision' and the items or services were federally procured including all applicable federal clauses and certifications." The MTC contract states, "Section 3. **Authorized Purchasing Entities.** Participating Entity hereby designates any other California Streets and Highway

Code, Chapter 14 Service Authority for Freeway Emergencies as authorized Purchasing Entities under the Agreement.”

The MTC Agreement provides for 1 Gigabyte (1G) of pooled 4G/LTE data service at a cost of \$10 per callbox, plus an estimated \$4.40 per callbox for applicable taxes, fees, and surcharges. The estimated cost of service for the 429 Ventura County callboxes is \$6,200 per month.

Considering the remaining budget for Fiscal Year 2020/2021 and three months of 4G/LTE service (April – June), an increase in the Callbox Communications line item of \$12,000 is needed. In addition, a corresponding increase to the SAFE Revenues and Fund Transfer of \$12,000 will be needed. Resulting line-item totals will be as follows (*including the proposed increase to the SAFE Revenues and Fund Transfer associated with the amendment to the CASE Emergency Systems Agreement contained in Item #8I):

SAFE Revenues and Fund Transfer	\$777,900*
Communications Callbox	\$48,000

RECOMMENDATION:

Staff recommends that the Commission authorize the Executive Director to approve a Purchase Order to obtain 4G/LTE cellular communications services for Motorist Aid Callboxes from AT&T pursuant to authority granted in Section 3 of Master Agreement 149 and Participating Addendum between AT&T Corp. and MTC. Staff also recommends approval of an amendment to the Motorist Aid Program Budget for FY 2020/2021 to increase the Callbox Communications line item by \$12,000 and increase SAFE Revenues and Fund Transfer by \$12,000.

**PARTICIPATING ADDENDUM
UNDER THE
NASPO VALUEPOINT
WIRELESS COMMUNICATION SERVICES AND EQUIPMENT
MASTER AGREEMENT NUMBER: MA149**

PARTICIPATING ENTITY: METROPOLITAN TRANSPORTATION COMMISSION

This Participating Addendum (the "PA") is made this 16th day of July, 2020 (the "PA Effective Date"), between <> ("Participating Entity"), and AT&T Corp. ("Contractor") (Participating Entity and Contractor are, at times, referred to individually as a "Party" or together as the "Parties").

Section 1. Recitals.

1.1 Contractor and the State of Utah, acting through its Department of Administration, Purchasing Division, and the participating members of the NASPO ValuePoint, a division of the National Association of State Procurement Officials ("NASPO"), are parties to that certain wireless communication services and equipment contract #MA149, dated, December 6, 2019, as amended (the "Contract" or "Master Agreement").

1.2 Participating Entity wants to participate in the Contract pursuant to the terms and conditions of the PA.

Section 2. Agreement. In consideration of the recitals set forth in §1 above, which are hereby restated and agreed to by the Parties, and for valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the Parties, Participating Entity and Contractor hereby agree to the terms and conditions of the PA (the Contract and the PA, together with all valid Purchase Orders submitted to Contractor by Participating Entity, collectively, the "Agreement"). Unless otherwise defined, capitalized terms in the PA have the meanings ascribed to them in the Master Agreement.

Section 3. Authorized Purchasing Entities. Participating Entity hereby designates any other California Streets and Highway Code, Chapter 14 Service Authority for Freeway Emergencies as authorized Purchasing Entities under the Agreement.

Section 4. Purchase Orders. Except as set forth herein, Purchase Orders must reference both Master Agreement #MA149 and the PA to be valid. Upon acceptance of any such valid Purchase Order, the corresponding Purchasing Entity will be bound by the terms and conditions of the Agreement including, without limitation, the obligation to pay Contractor for Service, Equipment, and related Products provided. Notwithstanding the foregoing, any Purchase Order submitted that does not properly reference the Master Agreement number and/or the PA may be accepted, at Contractor's sole discretion, if Contractor can reasonably ascertain that such Purchase Order was properly authorized and intended for use with the PA. In such instances, the corresponding Purchase Order will be similarly valid and binding. Terms and conditions inserted into a Purchase Order by a Purchasing Entity that are inconsistent with, contrary to, or in addition to the terms and conditions of the Agreement will not be added to or incorporated into the Agreement. Any such attempts to add or incorporate such terms and conditions are hereby rejected and such inconsistent, contrary, and/or additional terms are void.

Section 5. Primary Contacts.

Participating Entity: MTC

Name: Steve Terrin
Title: Project Manager

Lead State: Utah

Name: Christopher Jennings
Title: Assistant Director

Address: 375 Beale St
 San Francisco, Ca 94105
 Telephone: 415-778-6605
 Fax Number:
 E-Mail: sterrin@bayareametro.gov

Address: 3140 State Office Bldg.
 Salt Lake City, UT 84114
 Telephone: 801-538-3157
 Fax Number: 801-538-3882
 E-Mail: ctjennings@utah.gov

Contractor Account Team:

Name: Larry Lafferty
 Title: Client Solutions Executive
 Address: 1452 Edinger Ave
 Tustin, Ca 92780
 Telephone: 562-618-1221
 Fax Number:
 E-Mail: ll2769@att.com

Contractor Main:

Name: Bethani Cross
 Title: Client Solutions Executive
 Address: 311 S Akard St.
 Dallas, TX 75202
 Telephone: 214-679-9053
 Fax Number: N/A
 E-Mail: bethani.cross@att.com

Section 6. Authority. By signing below, the corresponding Party's representative represents that he or she is duly authorized by Contractor or Participating Entity, as applicable, to execute the PA on behalf of the respective Party, and that the Contractor and Participating Entity agree to be bound by the provisions hereof. In addition, Participating Entity represents that it has received the requisite approvals from the applicable Chief Procurement Official and NASPO to participate in the Master Agreement.

Section 7. Miscellaneous.

7.1 Employee Benefit Program. Participating Entity will participate with Contractor in efforts to obtain eligible Employees' participation in the Employee Benefit Program.

Section 8. Notice of Administrative Fees. All Participating Entities are hereby on notice of the following charges being paid by Contractor under the Contract.

- **Contract Fees Under the Master Agreement,** Contractor is being charged an Administrative Fee of: (i) 0.25% of all CRUs' Total Wireless Spend; and (ii) 0.10% of all IRUs' Total Wireless Spend of the Total Wireless Spend, pursuant to the schedule of payments set forth in the Contract.

Section 9. Order of Precedence. Notwithstanding the Order of Precedence set forth in the Master Agreement, the Parties acknowledge and agree that in the event of a conflict between the terms contained in the various documents comprising the Agreement, the following order of precedence will control: (a) the PA; (b) the Master Agreement; and (c) any valid Purchase Order issued in connection therewith.

Section 10. Equipment Payment Options. AT&T offers installment payment options for certain Equipment that require its customers to execute a corresponding installment payment agreement. In the event Participating Entity opts to use one of these installment payment options then: (a) Participating Entity will be required to execute such an installment payment agreement; and (b) Participating Entity represents, acknowledges and agrees that its participation in the installment payment option: (i) does not violate any applicable procurement rules in effect as of the Participating Addendum Effective Date; (ii) will not disqualify AT&T from any future procurements with the Participating Entity; and (iii) it has fully appropriated funds to pay the total amount charged over the complete term of the installment payment agreement.

Section 11. AT&T Custom Control Center Plans

Provided Participating Entity remains in full compliance with the terms and conditions of the Agreement, and subject to all corresponding conditions set forth in this Section (including all sub-sections and Tables), AT&T will provide Participating Entity and its eligible CRUs a custom AT&T Custom Control Center Plan (provisioned through the AT&T Custom Control Center portal as shown in Table 11A. The AT&T Custom Control Center Plan is available for the term of the Agreement. The corresponding CRU must be eligible to activate Service on the underlying, non-customized version of the corresponding AT&T Custom Control Center Plan. The AT&T Custom Control Center is not available to IRUs. In accordance with the Agreement, the AT&T Custom Control Center portal is subject to the applicable, standard corresponding sales information, which is incorporated herein by reference. To the extent of any material conflict between the terms and conditions of this Section and the applicable Sales Information, this Section will control. Notwithstanding the foregoing, the AT&T Custom Control Center Plan will be provided only if Participating Entity's account is active and in good standing with respect to the applicable CRU. The AT&T Custom Control Center Plan is NOT eligible for the Service Discount, any other discount provided under the Agreement, nor any other discounts or promotions otherwise available to AT&T's customers. The plan noted below is SMS standard without voice capability and to be used for digital infrastructure use only. All applicable set up fees for AT&T Custom Control Center still apply.

**Table 11A
AT&T Custom Control Center Plans**

Data Term	Plan Data Amount	Net Plan Charge per Line	Pooling	Plan Overage Rate
Monthly	1GB	\$10.00	Yes	\$0.015000/MB
Monthly	2GB	\$20.00	Yes	\$0.015/MB

Section 12. Entire Agreement. The Master Agreement and this Participating Addendum set forth the entire agreement between the Parties with respect to its subject matter, and it supersedes all previous communications, representations or agreements, whether oral or written, with respect thereto.

IN WITNESS WHEREOF, the Parties have executed the PA as of the PA Effective Date.

AT&T CORP.

DocuSigned by:
By: Jack Wildermuth
F733E4B47217445
, duly authorized
Name: Jack Wildermuth
Title: Senior Contract Manager
Date: 9/4/2020

METROPOLITAN TRANSPORTATION COMMISSION

DocuSigned by:
By: Andrew Premier
8584B4965096423
, duly authorized
Name: Andrew Premier
Title: Deputy, Executive Director, Operations
Date: 9/1/2020

California Service Authority for Freeway Emergencies

AT&T IOT rate plans per NASPO MA 149-1 PA Anchored by MTC SAFE

Ventura County Transportation Commission SAFE Callbox Proposal

Updated 02/22/2021

New FAN

New BAN



Onetime cost estimates

Soc Code	Onetime Item Description	Qty	MSRP	Discount	Net Cost	Est Tax	Est Total	Extended Estimated Total
SIM Fee	One time SIM Fee: Waived	429	\$2.00	-\$2.00	\$0.00	\$0.00	\$0.00	\$0.00
Activation	One time SIM activation Fee: Waived	429	\$30.00	-\$30.00	\$0.00	\$0.00	\$0.00	\$0.00
Estimated Totals of Onetime Costs								\$0.00

Schedule of Monthly rates for SAFE Agencies based on Available Plans

Soc Code	Plan Description	Data Plan	MRC	Discount	Net MRC Price	Est Tax Fees, and Surcharges	Est Ttl Per line
MBSL1GHN	Mobile Select 1GB for Smartphone 4G LTE - Unlimited Talk & Text	1 GB	\$60.00	-\$50.00	\$10.00	\$4.40	\$14.40

No overage costs, Subject to Taxes, fees and surcharges

1 GB VoLTE plan including Voice for Call Boxes.

Quantity	Plan Description	Data Plan	Net MRC Price	Extended Monthly Cost	Est Annual Service Cost
429	Mobile Select 1GB for Smartphone 4G LTE - Unlimited Talk & Text	1 GB	\$14.40	\$6,177.60	\$74,131.20

Above rate plans subject to applicable taxes, fees and or surcharges. Estimated value of tax may vary by Local Jurisdiction.

Pricing proposal prepared by:

Larry Lafferty

Client Solutions Executive, Mobility

AT&T Business, Public Sector & FirstNet

562-618-1221

larry.lafferty@att.com



Item #81

March 5, 2020

MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND POLICY
SUBJECT: APPROVE AMENDMENT TO MOTORIST AID CALLBOX MAINTENANCE SERVICES CONTRACT

RECOMMENDATION:

- Approve an Amendment to the contract with CASE Emergency Systems, Inc. for Motorist Aid Callbox Maintenance Services for Fiscal Year 2020/2021 – Fiscal Year 2022/2023 for a one-time engineering services fee of up to \$10,000.
- Approve an amendment to the Fiscal Year 2020/2021 Motorist Aid Program Budget to increase SAFE Revenues and Fund Transfer by \$10,000 and increase the Consultant Services expenditures by \$10,000.

BACKGROUND:

The Ventura County Transportation Commission, acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), manages the Motorist Aid Services Program, which is financed by a \$1 annual charge on all registered vehicles in Ventura County. Motorist Aid includes the Callbox Program, a system of 429 emergency call boxes that provide motorists with a direct link to California Highway Patrol to request roadway assistance. The system averages approximately 1,200 calls for motorist assistance per year.

On June 5, 2020, the Commission approved a three-year contract with CASE Emergency Systems, Inc. for maintenance of the Callbox System for July 1, 2020 – June 30, 2023. The contract provides for year-round maintenance, repairs, and other related fieldwork to ensure proper functioning and appearance. Corrective and preventative maintenance, knockdown and vandalism repairs, temporary removals and reinstallations, and callbox system management is provided through a contract for services. The contract also includes three special projects: (1) implement a callbox reduction program, (2) upgrade callboxes to 4G cellular service prior to the cutoff date for 3G service, and (3) ensure callbox pathways provide proper drainage to meet Caltrans roadway drainage standards. Funding for these services is included within the Fiscal Year 2020/2021 Motorist Aid Program budget within the Consultant Services line item.

DISCUSSION:

Each callbox includes a teletypewriter (TTY) device to enable communications for people who are hearing-impaired or have severe speech impairment. As a result of Cellular Industry requests, the Federal Communications Commission (FCC) has determined that the carriers are no longer required to continue their network support of the TTY system. The carriers petitioned and received approval for a system called

Real Time Text (RTT) that will be phased in with the introduction of 4G/LTE networks. This change will have an impact on current TTY communications. While the networks will carry the TTY signals over the voice channel, the accuracy of the messages will likely degrade over time until they are no longer intelligible, and TTY service will be eliminated with the deployment of 4G/LTE.

To maintain service to the hearing- and speech-impaired community, CASE Emergency Systems designed an alternative that will allow the use of the current TTY devices currently installed on the callboxes. The cost to design and engineer the corrective device will be divided across the SAFEs based on their respective share of the statewide callboxes served by CASE as a one-time engineering fee. The Ventura County SAFE share is estimated at approximately \$6,000. Because final costs have not yet been determined, the Amendment authorizes one-time engineering services costs based on a pro-rata share of callboxes served up to \$10,000.

The existing contract and Fiscal Year 2020/2021 budget include conversion of the callbox system to 4G/LTE. The conversion process is planned to begin in April 2021, with completion by June 2021. The upgrade to the TTY device to work with the RTT system will be instituted during the 4G/LTE conversion.

To cover the cost of the engineering services, within the Motorist Aid Program Budget, an increase will be needed to the SAFE Revenues and Fund Transfer of \$10,000 and a corresponding increase of \$10,000 to the Consultant Services line item. Resulting line-item totals will be as follows (*including the additional Revenue increase proposed in Item 8I):

SAFE Revenues and Fund Transfer	\$777,900*
Consultant Services	\$408,700

RECOMMENDATION:

Staff recommends approval of an amendment to the contract with CASE Emergency Systems, Inc. for Motorist Aid Callbox Maintenance Services for Fiscal Year 2020/2021 – Fiscal Year 2022/2023 for a one-time engineering services fee of up to \$10,000 for the conversion of the existing TTY devices to work with the RTT system. Staff also recommends an amendment to the Motorist Aid Program Budget to increase SAFE Revenues and Fund Transfer by \$10,000 and increase the Consultant Services line item by \$10,000.

CONTRACT AMENDMENT NO. 1
TO AGREEMENT BETWEEN
VENTURA COUNTY TRANSPORTATION COMMISSION
AND
CASE EMERGENCY SERVICES, INC.

This Amendment No. 1 ("Amendment") by and between the Ventura County Transportation Commission ("VCTC"), acting in its capacity as the Service Authority for Freeway Emergencies (hereinafter referred to as "SAFE"), and CASE EMERGENCY SERVICES, INC., (hereinafter referred to as "CONTRACTOR"), is entered into as of this _____th day of _____, 2021. VCTC and CONTRACTOR shall be referred to collectively herein as "parties."

WHEREAS, on June 8, 2020, VCTC entered into an Agreement ("Agreement") with CONTRACTOR to provide Callbox Maintenance Services, a true and correct copy of which is attached hereto and incorporated herein as Exhibit A; and,

WHEREAS, each callbox includes a teletypewriter (TTY) device to enable communications for people who are hearing-impaired or have severe speech impairment; and,

WHEREAS, the Federal Communications Commission ("FCC") has determined that Cellular Services Carriers are no longer required to continue network support of the TTY system, which will be replaced by a system called Real Time Text (RTT), to be phased in with the introduction of 4G/LTE networks; and,

WHEREAS, the Ventura County SAFE Callbox System includes 429 callboxes, which reflects approximately 12% of SAFE callboxes currently in operation statewide; and

WHEREAS, VCTC and CONTRACTOR now desire to amend the Agreement to (1) revise the Scope of Work to include additional services related to conversion of the existing TTY device to work with Real Time Text (RTT), and (2) to compensate the CONTRACTOR for the Ventura County SAFE share of one-time engineering costs related to the conversion.

THEREFORE, the Agreement is amended to add a new Section 3.7, as follows:

"3.7 SAFE will compensate CONTRACTOR for a pro-rata share of actual one-time engineering services costs based on the Ventura County SAFE share of callboxes served, up to \$10,000, for the development of software and technology to enable conversion of callbox teletypewriter (TTY) devices to work with the Real Time Type (RTT) system. The TTY to RTT conversion will be deployed along with the upgrade of callbox cellular services to 4G/LTE as described in Section 3.4 of the Agreement and Scope of Work Attachment A, Section 3, Task E, Special Projects."

All terms which are defined in the Agreement shall have the same meaning when used in this Amendment, unless specifically provided herein to the contrary. Except to the extent amended herein, all other provisions of the Agreement remain in full force and effect.

This Amendment may be executed in counterparts and/or by facsimile or other electronic means, and when each Party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one original, which shall be binding upon and effective as to all Parties.

[SIGNATURES ON THE FOLLOWING PAGE]

IN WITNESS THEREOF, the parties have executed this Amendment No. 1 on the ____th day of _____ 2021.

VENTURA COUNTY TRANSPORTATION COMMISSION

by: _____

Darren M. Kettle, Executive Director

Approved as to form

by: _____

Steven T. Mattas, General Counsel

CONTRACTOR: CASE EMERGENCY SERVICES, INC.

by: _____

Sebastian Gutierrez, President / Chief Executive Officer



Item #9

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR

SUBJECT: OXNARD HARBOR DISTRICT UPDATE

RECOMMENDATION:

- Receive and file

BACKGROUND:

Kristin Decas, CEO and Port Director will provide an update on the significant role the Port plays in transporting goods from the Port to the nation.



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Item #10

MARCH 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Adopt "Support" position on Assembly Bill 361 (Rivas).

DISCUSSION:

Federal Issues

Congress continues to negotiate details of the American Rescue Plan, the \$1.9 trillion economic stimulus proposal introduced by President Biden. In February, VCTC, in coordination with Santa Barbara County Association of Governments, Santa Barbara Metropolitan Transit District and Gold Coast Transit District, sent a letter to our Congressional delegation requesting that the CARES Act formula be used to allocate any additional COVID-19 relief funding that may be provided. The formula helps ensure equitable funding for transit agencies of all sizes.

State Issues

In March 2020, at the beginning of the COVID-19 pandemic, Gov. Gavin Newsom issued Executive Order N-29-20, which, among other things, authorized public bodies to meet via teleconferencing and waived some requirements of the Ralph M. Brown Act, the state's open-meetings law. Among the waived requirements, for example, are that public bodies notice each teleconference location from which a member will be participating, and that each teleconference location be accessible to the public.

Assembly Bill 361, sponsored by the California Special Districts Association, would codify that order. It would allow boards of public agencies to meet remotely through teleconferencing without complying with the requirements of the Brown Act under certain circumstances:

- when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency.

- during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing.
- during a declared local emergency provided the legislative body makes certain determinations by majority vote.

Since April 2020, VCTC has conducted its meetings online in accordance with local and state public health guidelines regarding social distancing and in-person gatherings. The Commission and staff have been able to conduct regular business, and members of the public have been able to observe and participate in meetings. Ventura County has been subject to other states of emergency in the past, such as during the Thomas Fire of 2017 and the Woolsey Fire of 2018, and it is reasonable to consider that similar situations might arise in the future. In those cases, boards of public agencies should have flexibility to respond quickly, while safeguarding transparency and public access to agency business. Staff recommends the Commission support this bill.

Attachment A is an analysis of AB 361 by Delaney Hunter, the Commission's state lobbyist.
Attachment B is the monthly report of Hunter.

AB 361 (R. Rivas)**Summary:**

AB 361 by Assemblymember Robert Rivas would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote.

Purpose:

When the COVID-19 pandemic started, local agency boards struggled to conduct their meetings in compliance with the Brown Act's public accessibility requirements while still abiding by stay-at-home orders. As a result, Governor Newsom signed Orders N-25-20, N-29-20, and N-35-20 to grant local agencies the flexibility to meet remotely during the COVID-19 pandemic.

The Governor's executive orders allowed public agencies to meet remotely and did not require physical public access to those meeting locations. Unfortunately, those Executive Orders only apply to the current health pandemic and do not contemplate future health, fire, flood, or other unforeseen emergencies.

While maintaining high standards of public transparency and access, AB 361 will allow public agencies to meet remotely to continue providing services to the public without jeopardizing the safety of the public, local agency personnel, or board members. Local agencies will accommodate both internet video conferencing platforms and phone lines to ensure that the public can access these meetings with or without an internet connection. This means that if a specified state or local emergency is declared, a local city council would be allowed to meet via a videoconferencing platform and/or phone. The public would be able to participate through such online and telephonic platforms, too.

Most importantly, if a meeting could still be held in-person without endangering local agency board members or personnel, then the local agency will not be entitled to meet remotely.

Local agencies looking to meet remotely pursuant to these provisions will have to do so in accordance with a locally declared emergency or an emergency declared by the Governor of California. A local emergency could include a toxic leak or wildfire evacuation that inhibits the local body from meeting in person. Together, these important provisions will provide local agencies with the flexibility necessary to meet remotely while preserving public access during a specified emergency.

Authors Statement:

COVID-19 has created unprecedented challenges for local jurisdictions to both meet their responsibilities as governing bodies and remain safe during the high-risk pandemic we're facing. By codifying current flexibilities that allow local agencies to meet remotely, AB 361 will ensure that these bodies can uphold their duties while allowing the public to participate online or over the phone—protecting everyone's safety. This legislation ensures that local boards do not have to rely on an executive order from the Governor to proceed remotely during any future emergencies.

Previous measures:

In 1953, the Ralph M. Brown Act, known simply as the "Brown Act" ever since, guaranteed the public's right to attend and participate in meetings of local legislative bodies. To meet this objective,

the Brown Act drew up requirements regarding public notices of meetings, the posting of agendas, and physical access to those meetings.

AB 3191 (Frazee) of 1988 – This bill updated the Brown Act by authorizing local legislative bodies to use video conferencing in connection with any meeting or proceeding authorized by law, for the benefit of the public. However, AB 3191 also required that the public had to have physical access to each remote meeting location.

SB 138 (Kopp) of 1998 - Expanded the allowable uses of teleconferencing even further.

AB 428 (Ridley-Thomas) of 2017 - This extended the operation of provisions relating to the establishment of a quorum for teleconferenced meetings of a health authority indefinitely.

Support/Opposition (as of 2/17/2021):

Support: California Special Districts Association (Sponsor), Alameda County Mosquito Abatement District, Association of California Healthcare Districts, California Association of Powers Authorities, Cucamonga Valley Water District, Coachella Valley Mosquito & Vector Control District, Costa Mesa Sanitary District, Eastern Municipal Water District, Eden Health District, Fallbrook Regional Health District, Fresno Mosquito and Vector Control District, Grizzly Flats Community Services District, Kinneola Irrigation District, Mt. View Sanitary District, North County Fire Protection District, North Tahoe Fire Protection District, Padre Dam Municipal Water District, Palmdale Water District, Palos Verdes Library District, Rural County Representatives of California, Stege Sanitary District, Three Valleys Municipal Water District, Town of Discovery Bay Community Services District , Vista Irrigation District

Opposition: Not known



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT FEBRUARY 2021

Legislative Update

The highlight for the legislative calendar this month occurred on February 19th which was the deadline to introduce new bills for the 2021 session. As we reported last month, relatively few bills had been introduced in December and January. However, over the month of February we saw a steady stream of bills being introduced daily. By the deadline, the Assembly has introduced 1,560 bills and the Senate has introduced 809 bills for a total of 2,369. These figures do not include constitutional amendments or resolutions. It should also be noted that policy committees can still introduce bills past the deadline. A significant portion of the legislation introduced are considered “spot bills” which make technical, non-substantive changes to the law and serve as placeholders until more details can be worked out.

Both houses of the Legislature will be looking to cut down the amount of bills they hear this year. There are several reasons why less bills will be heard this year from logistical considerations, safety reasons, and trying to still focus on COVID-19 response. The Speaker of the Assembly has told his members that they can only pass twelve bills to the Senate. The Senate side has not put in a hard cap, but they believe cut downs will be necessary. To alleviate some of the time crunch the Senate recently passed a resolution so that legislation no longer needs to be in-print for 30 days before it can be acted upon. Both houses are aiming to start their policy committee hearings in March.

Governor's Proposed Budget

The Senate and Assembly budget subcommittees have been meeting on a regular basis to review the Governor's proposed budget for the upcoming fiscal year. This is where legislators can hear directly from each state department on their proposed budget for the year and begin to dive into more detailed fiscal discussions. It is still early in the process and there will be months more of hearings. The Legislature's priorities are beginning to take shape, and this will set up the two houses and the Governor for their final negotiations on budget items before the June 15th deadline.

We have started to see the first wave of “early action” budget items. On February 22nd, the Legislature and Governor Gavin Newsom acted swiftly to enact a comprehensive bill

package aimed at providing immediate relief to individuals, families, and businesses suffering from economic hardship due to COVID-19. The legislative package included the one-time stimulus payments of \$600 for 5.7 million Californians, grants for small businesses that have been impacted during the pandemic, provided more resources for child care, and support for community college students. Notably, these efforts are being funded by an unexpected budget surplus. The state has collected over \$10 billion in surplus over the last three months.

Lastly, Cap-and-Trade revenues from the February 17th auction raised nearly \$650 million for the state to spend. This is positive news when you consider the May 2020 auction raised under \$26 million. These auction proceeds have been used to pay for a wide range of climate related projects. There will be continued discussions on what priorities the state should spend this additional revenue on as the Legislature considers its Cap-and-Trade spending plan.

Upcoming Bill Deadlines and Newly Introduced Legislation

March 25 – April 5 – Spring Recess

April 30 – Policy Committee Deadline

Below is a list of VCTC tracked newly introduced bills:

AB 5 (Fong R) Greenhouse Gas Reduction Fund: High Speed Rail Authority: K–12 education: transfer and loan.

Introduced: 12/7/2020

Status: 1/11/2021-Referred to Committees on Transportation and Natural Resources.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021–22 and 2022–23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.

AB 43 (Friedman D) Traffic Safety.

Introduced: 12/7/2020

Status: 1/11/2021-Referred to Committee on Transportation.

Summary: Would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.

AB 339 (Lee D) State and local government: open meetings.

Introduced: 1/28/2021

Status: 1/29/2021-From printer. May be heard in committee February 28

Summary: Current law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public.

AB 346 (Seyarto R) Privacy: breach.

Introduced: 1/28/2021

Status: 2/12/2021-Referred to Committee on Privacy and Consumer Protection

Summary: The Information Practices Act of 1977 requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information, as defined, to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, or whose encrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, and the encryption key or security credential was, or is reasonably believed to have been, acquired by an unauthorized person, and the agency that owns or licenses the encrypted information has a reasonable belief that the encryption key or security credential could render that personal information readable or useable. Current law also requires an agency that maintains computerized data that includes personal information that the agency does not own to notify the owner or licensee of the information of any breach of the security of the data immediately following discovery, if the personal information was, or is reasonably believed to have been, acquired by an unauthorized person. This bill would make the above-described requirements applicable if the information is accessed by an unauthorized person.

AB 361 (Rivas, Robert D) Open meetings: local agencies: teleconferences.

Introduced: 2/1/2021

Status: 2/12/2021-Referred to Committee on Local Government

Summary: Would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote.

AB 464 (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities, projects, and costs.

Introduced: 2/8/2021

Status: 2/18/2021-Referred to Committee on Local Government

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair

of industrial structures for private use. Current law authorizes a district to finance the ongoing or capitalized costs to maintain facilities financed in whole or in part by the district, but prohibits the use of proceeds of bonds issued to finance maintenance of any kind. This bill would remove the prohibition on the use of proceeds of bonds issued to finance maintenance of any kind. The bill would remove, from the list of facilities and projects the district may fund, the acquisition, construction, or repair of industrial structures for private use.

AB 473 (Chau D) California Public Records Act.

Introduced: 2/8/2021

Status: 2/18/2021-Referred to Committee on Judiciary

Summary: The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would recodify and reorganize the provisions of the act. The bill would include provisions to govern the effect of recodification and state that the bill is intended to be entirely nonsubstantive in effect. The bill would contain related legislative findings and declarations. The bill would become operative on January 1, 2023.

AB 474 (Chau D) California Public Records Act: conforming revisions.

Introduced: 2/8/2021

Status: 2/18/2021-Referred to Committee on Judiciary

Summary: Would enact various conforming and technical changes related to another bill that recodifies and reorganizes the California Public Records Act. The bill would only become operative if the related bill recodifying the act is enacted and becomes operative on January 1, 2023. The bill would also specify that any other bill enacted by the Legislature during the 2021 calendar year that takes effect on or before January 1, 2022, and that affects a provision of this bill shall prevail over this act, except as specified.

AB 564 (Gonzalez, Lorena D) Biodiversity Protection and Restoration Act.

Introduced: 2/11/2021

Status: 2/18/2021-Referred to Committees on Accountability and Administration Review and Water, Parks, and Wildlife

Summary: Would establish the Biodiversity Protection and Restoration Act and would provide that it is the policy of the state that all state agencies, boards, and commissions shall utilize their authorities in furtherance of the biodiversity conservation purposes and goals of certain executive orders. The bill would require all state agencies, boards, and commissions to consider and prioritize the protection of biodiversity in carrying out their statutory mandates. The bill would require strategies related to the goal of the state to conserve at least 30% of California's land and coastal waters by 2030 to be made available to the public and provided to certain legislative committees by no later than June 30, 2022.

AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.

Introduced: 2/11/2021

Status: 2/18/2021-Referred to Committee on Transportation

Summary: Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

AB 703 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Current law, by Executive Order N-29-20, suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic, provided that notice requirements are met, the ability of the public to observe and comment is preserved, as specified, and that a local agency permitting teleconferencing have a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified. This bill would remove the requirements of the act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided.

AB 773 (Nazarian D) Street closures and designations.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.

AB 786 (Cervantes D) California Transportation Commission: executive director.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Current law establishes within the Transportation Agency the California Transportation Commission. Current law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

AB 811 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions.

AB 819 (Levine D) California Environmental Quality Act: notices and documents: electronic filing and posting.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. This bill would require the lead agency and the project applicant to post those notices on their internet website.

AB 821 (Cooper D) Local government: open meetings.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Current law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.

AB 823 (Gray D) High-Speed Rail Authority: trains powered by fossil fuel combustion engines.

Introduced: 2/16/2021

Status: 2/17/2021-From printer. May be heard in committee March 19.

Summary: Would prohibit the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel

combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.

AB 833 (Quirk-Silva D) State government: grants: administrative costs.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be heard in committee March 20.

Summary: Would require any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government, as defined, from expending more than 5% of grant funds for administrative costs, except as provided. The bill would specify that it is not intended to affect federal funding.

AB 840 (Holden D) Transportation: interregional connectivity.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be heard in committee March 20.

Summary: Would express the intent of the Legislature to later enact legislation that would increase interregional connectivity for Californians across counties and improve interconnectivity across modes of transit, and pursue opportunities to meet the state's environmental goals through evidence-based public planning that prioritizes diverse public transit options and active transportation infrastructure.

AB 926 (Mathis R) Fire prevention: local assistance grant program: roadside vegetation management and defensible space.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be heard in committee March 20.

Summary: Current law requires the Department of Forestry and Fire Protection to establish a local assistance grant program for fire prevention activities in the state. Current law requires that the eligible activities include, among other things, fire prevention activities, as provided. This bill would add roadside vegetation management and projects to create and increase defensible space for critical infrastructure, as provided, to the eligible activities.

AB 950 (Ward D) Department of Transportation: sales of excess real property: affordable housing.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be heard in committee March 20.

Summary: Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, as specified. The bill would exempt these transfers and sales from the California Environmental Quality Act.

AB 955 (Quirk D) Highways: encroachment permits.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be heard in committee March 20.

Summary: Under current law, the Department of Transportation may issue permits authorizing encroachments, as defined, on highways. Current law requires the department to

either approve or deny an application for an encroachment permit within 60 days of receiving a completed application. If the department denies an application for an encroachment permit, current law requires the department, at the time of notifying the applicant of the denial, to furnish to the applicant a detailed explanation of the reason for the denial. This bill would make a nonsubstantive change to the latter provision.

AB 1035 (Salas D) Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Current law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Current law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible.

AB 1037 (Grayson D) Infrastructure construction: digital construction technologies.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Would require an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, and embodied carbon, and to improve delivery times and project quality.

AB 1047 (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.

AB 1049 (Davies R) Public Transportation Account: loan repayment.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes,

pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

AB 1099 (Rivas, Robert D) State funding: environmental equity.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Current law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Current law requires the council to identify and review activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would state the intent of the Legislature to enact subsequent legislation to provide new approaches and considerations for directing investments and allocating funds, as well as increasing accountability for how those funds are expended to achieve key objectives.

AB 1116 (Friedman D) High-Speed Rail Authority: oversight: Legislative Analyst's Office.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal these requirements on January 1, 2031.

AB 1147 (Friedman D) Regional transportation plan: electric bicycles.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law authorizes a transportation planning agency with a

population that exceeds 200,000 persons to use as part of that policy element, among others, measures of means of travel, including the percentage share of all trips made by single occupant vehicles, multiple occupant vehicles, carpools, public transit, walking, and bicycling. This bill would expressly authorize those transportation planning agencies to also use as part of that policy element the percentage share of trips made by bicycling using an electric bicycle.

AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection that improve the fire safety of an existing subdivision if certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

AB 1157 (Lee D) Local transportation funds: State Transit Assistance Program: reports.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

AB 1189 (Bloom D) Transportation: indirect cost recovery: wildlife crossing projects.

Introduced: 2/18/2021

Status: 2/19/2021-From printer. May be heard in committee March 21.

Summary: Would, on and before June 30, 2024, prohibit the Department of Transportation from charging for administration indirect cost recovery, as outlined in the department's Indirect Cost Recovery Proposal, for any wildlife crossing project that receives private funding for more than 50% of the project cost, and would require the department to charge these projects for functional overhead. The bill would require the department to report, on or before July 1, 2024, to the Legislature on the amount of private funding invested in wildlife crossing projects for the 2020–21, 2021–22, 2022–23, and 2023–24 fiscal years.

AB 1235 (Patterson R) High-speed rail: legislative oversight.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing

and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.

AB 1238 (Ting D) Transportation.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Current law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Current law provides that the department shall have full possession and control of all state highways and associated property. Current law provides various sources of revenue for transportation projects undertaken by state and local agencies. This bill would express the intent of the Legislature to enact legislation relating to transportation.

AB 1291 (Frazier D) State bodies: open meetings.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Current law provides that, subject to certain exceptions and reasonable regulations, the state body shall provide members of the public an opportunity to directly address the state body on agenda items. Current law authorizes the state body to limit the amount of time allotted for each member of the public to speak, but specifies that members of the public who use translators shall be given twice that allotted amount of time. This bill would also require a state body, when it limits time for public comment, to provided at least twice the allotted time to a member of the public who utilizes translating technology to address the state body. The bill would additionally make technical, nonsubstantive changes.

AB 1337 (Lee D) Transportation: transit district policing responsibilities.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.

AB 1499 (Daly D) Transportation: design-build: highways.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.

AB 1519 (Gallagher R) Los Angeles County Metropolitan Transportation Authority.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Current law vests the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Current law provides that, on the date of the merger of the Los Angeles Metropolitan Transit Authority with the Southern California Rapid Transit District, which occurred in 1964, all employees of the transit authority became employees of the district with all of the same rights, privileges, and compensation they had as employees of the authority. This bill would make nonsubstantive changes to the latter provision.

AB 1544 (Nazarian D) Cultural heritage: protection of items and places of cultural and historical interest.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: Would express the intent of the Legislature to later enact legislation to protect precious and irreplaceable items and places of cultural and historical interest by prohibiting public entities from, and urging private entities to refrain from, engaging with individuals and entities who have destroyed, vandalized, scavenged, stolen from, or otherwise despoiled, artifacts, items, or structures in any place of cultural and historical interest anywhere in the world.

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Introduced: 12/7/2020

Status: 12/8/2020-From printer. May be heard in committee January 7.

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement

of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

ACA 5 (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.

Introduced: 2/19/2021

Status: 2/22/2021-Read first time.

Summary: The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

SB 7 (Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.

Introduced: 12/7/2020

Status: 2/23/2021-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 5. Noes 0.) (February 22). Re-referred to Committee on Appropriations. Set for hearing February 25.

Summary: Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

SB 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.

Introduced: 12/7/2020

Status: 12/8/2020-From printer. May be acted upon on or after January 7.

Summary: Would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit

project. The bill would require the environmental leadership transit project to meet certain labor requirements.

SB 66 (Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.

Introduced: 12/7/2020

Status: 12/8/2020-From printer. May be acted upon on or after January 7.

Summary: Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.

SB 261 (Allen D) Regional transportation plans: sustainable communities strategies.

Introduced: 1/27/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

SB 274 (Wieckowski D) Local government meetings: agenda and documents.

Introduced: 1/29/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: The Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a

copy of the documents or a link to a website that contains the documents by mail or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified.

SB 339 (Wiener D) Vehicles: road usage charge pilot program.

Introduced: 2/8/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

SB 342 (Gonzalez D) Environmental justice.

Introduced: 2/9/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to increase environmental justice representation at a local level.

SB 415 (Melendez R) Transportation finance: motor vehicle fuel tax.

Introduced: 2/12/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Article XIX of the California Constitution restricts the expenditure of revenues from the motor vehicle fuel tax and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Current law requires a portion of the net revenues from that tax on motor vehicle fuel to be apportioned monthly among counties and cities pursuant to a specified formula, which includes a requirement that the base sum be computed using a specified metric. This bill would require the base sum to be calculated, rather than computed, using that metric and that the calculation of the apportionment be disclosed and made available to the public.

SB 475 (Cortese D) Transportation planning: sustainable communities strategies.

Introduced: 2/17/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.)
Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, current law requires a metropolitan planning organization to adopt a sustainable communities strategy, which is designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organization to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. This bill would state the intent of the Legislature to enact subsequent legislation that would make various changes to these provisions.

SB 527 (Melendez R) Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.

Introduced: 2/17/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.)
Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.

SB 542 (Limon D) Zero-emission vehicles: fees.

Introduced: 2/18/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.)
Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law, commencing July 1, 2020, imposes a road improvement fee of \$100 to be paid to the Department of Motor Vehicles for registration or renewal of registration of every zero-emission motor vehicle with a model year of 2020 or later, as specified. Current law requires the department to deposit revenues from the road improvement fee, after deducting administrative costs, in the Road Maintenance and Rehabilitation Account within the State Transportation Fund. This bill would repeal those provisions. This bill contains other related provisions.

SB 563 (Allen D) Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process.

Introduced: 2/18/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.)
Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Current law requires a copy of the resolution and the plan to be sent to each landowner within the district. Current law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population.

SB 580 (Hueso D) Department of Transportation: highways and roads: recycled plastics study and specifications.

Introduced: 2/18/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Would authorize the department to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road. The bill would require the department to prepare and submit, on or before January 1 of each year, commencing January 1, 2023, an analysis to the Assembly Committee on Transportation and the Senate Committee on Transportation on its progress studying recycled plastics and its progress toward establishing specifications for including recycled plastics in asphalt, as described above.

SB 606 (Gonzalez D) Workplace safety: citations: employer retaliation.

Introduced: 2/18/2021

Status: 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law gives the Division of Occupational Safety and Health, within the Department of Industrial Relations, the power, jurisdiction, and supervision over every employment and place of employment in this state, which is necessary to adequately enforce and administer all laws requiring that employment and places of employment be safe, and requiring the protection of the life, safety, and health of every employee in that employment or place of employment. Current law requires the division to enforce all occupational safety and health standards, as specified, and to issue a citation for a violation relating to those

standards. This bill would require the division to issue a citation to an egregious employer, as defined, for each willful violation, and each employee exposed to that violation would be required to be considered a separate violation for purposes of the issuance of fines and penalties, as provided.

SB 640 (Becker D) Transportation financing: jointly proposed projects.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties' apportionments of those funds, as specified.

SB 657 (Ochoa Bogh R) Employment: electronic documents.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. The bill would also authorize an employee working from home to receive legally required notices and postings electronically and sign or acknowledge certain documents electronically.

SB 671 (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Program.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Would establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities. The bill would require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities. The bill would require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors, as specified, and identify projects and funding opportunities in these corridors.

SB 674 (Durazo D) Public Contracts: workforce development: transportation-related contracts.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.

SB 790 (Stern D) Advance Mitigation Program: wildlife connectivity barriers.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law creates the Advance Mitigation Program in the Department of Transportation to enhance communications between the department and stakeholders to, among other things, protect natural resources through project mitigation and accelerate project delivery. Current law authorizes the department, for the purpose of implementing the program, to develop a programmatic mitigation plan to address the potential environmental impacts of future transportation projects for the purpose of required mitigation approved by federal, state, and local agencies. Current law creates the Advance Mitigation Account and continuously appropriates moneys in the account for purposes of the program, and specifies what those funds can be used for. This bill would additionally authorize those funds to be used to modify or remove wildlife connectivity barriers not covered by existing regulatory programs.

SB 793 (Wiener D) Vehicles: road usage charge pilot program.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current

law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2024.

SB 798 (Wieckowski D) Trade Corridor Enhancement Account.

Introduced: 2/19/2021

Status: 2/22/2021-From printer. May be acted upon on or after March 24. Read first time. Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55 suspended. (Ayes 32. Noes 4.)

Summary: Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.

SCA 4 (Wilk R) Legislature: 2-year budget.

Introduced: 2/17/2021

Status: 2/18/2021-From printer. May be acted upon on or after March 20.

Summary: Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.



Item #11

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND POLICY

**SUBJECT: APPROVE AGREEMENT WITH IBI GROUP FOR THE VENTURA COUNTY
COMPREHENSIVE TRANSPORTATION PLAN UPDATE**

RECOMMENDATION:

- Approve Agreement with IBI Group for consultant support services to update the Ventura County Comprehensive Transportation Plan (CTP) in an amount not to exceed \$449,980.

BACKGROUND:

In October 2019, the Commission approved submittal of a Grant application to the Caltrans Sustainable Transportation Planning Grant Program and authorized the use of up to \$51,615 in Local Transportation Funds (LTF) for local match should a grant be awarded to VCTC. Caltrans announced a grant award to VCTC on June 18, 2020. In September 2020, VCTC authorized the Executive Director to execute a contract with Caltrans to accept the grant award to update the Comprehensive Transportation Plan (CTP). On November 25, 2020, Caltrans notified VCTC to proceed with the grant award and scope of work.

The Sustainable Transportation Planning Grant of \$398,385, combined with the local cash match of \$51,615, provides \$450,000 for VCTC to update the CTP, which was originally adopted in 2013. The Fiscal Year 2020/2021 Regional Transportation Planning program budget includes both grant and Local Transportation Funds (LTF) funding.

On January 8, 2021, the Commission approved release of a Request for Proposals (RFP) for consultant support to update the CTP, with proposals due to VCTC no later than 4:00PM on Friday, February 5, 2021. The RFP aligned closely with the final narrative and scope of work approved by Caltrans through the Sustainable Transportation Planning Grant Program.

DISCUSSION:

Following Commission approval on January 8, 2021, VCTC posted the RFP and attachments to the VCTC website at <https://www.goventura.org/work-with-vctc/contracts>. VCTC staff sent an email notification to a list of 13 planning consultants and published a notice to the American Planning Association RFP Online Search Tool. In addition, VCTC hosted a virtual pre-proposal conference on January 22, 2021.

VCTC received responses to the RFP from these three consultant teams:

- DKS with Kimley-Horn
- Iteris with Alta Planning + Design, and PointC
- IBI Group with KTUA, Katherine Padilla & Associates, and Access Planning

Staff reviewed the submissions for completeness and compliance with the required elements listed in the RFP before sending proposals to the evaluation team. A five-member selection panel of VCTC and sister-agency staff included VCTC's Director of Planning and Policy and Program Manager for Transportation Planning, and representatives from the City of Ventura, Southern California Association of Governments (SCAG), and Contra Costa Transportation Authority. VCTC's GIS/Planning Analyst also reviewed the proposals and provided feedback to the VCTC panelists from a data and modeling perspective but did not score the proposals or participate in the selection panel.

The selection panel reviewed each of the three proposals based on the selection criteria included in the RFP, including ability to meet project schedule, experience with similar projects/portfolio, technical approach, project understanding, and cost. The two highest-scoring proposals (those led by Iteris and IBI Group) were offered participation in virtual interviews held over Zoom on February 23, 2021.

Following interviews, panelist scores were finalized to rank order the proposals. The team led by IBI Group received the highest average final score, and the selection panel unanimously agreed upon the selection. As such, the selection panel recommended IBI Group to provide consultant support to update the CTP.

The IBI Group proposal builds upon a foundation of creative, collaborative community engagement combined with technical analysis focused on sustainability, equity, and resiliency to develop a forward-looking, consensus-building, multi-modal Comprehensive Transportation Plan for Ventura County. The assembled team brings local, regional, and international experience, and incorporates purposeful, meaningful, and multi-lingual outreach to the diverse Ventura County communities.

The Agreement not to exceed amount is within the combined grant and LTF funds approved within the Regional Transportation Planning Program Budget for Fiscal Year 2020/2021.

RECOMMENDATION:

Staff recommends Commission approval of the Agreement with IBI Group for consultant support services to update the Ventura County CTP in an amount not to exceed \$449,980.

Attachment – Consultant Agreement with IBI Group for the Ventura County Comprehensive Transportation Plan Update (Attached under separate cover).



Item #12

March 5, 2021

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: CAITLIN BROOKS, PROGRAM MANAGER – TRANSPORTATION PLANNING
SUBJECT: INCIDENT RESPONDER GRANT PROGRAM UPDATE

RECOMMENDATION:

- Receive presentation on the Incident Responder Grant Program.

BACKGROUND:


In November 2018, the Commission approved the development of new programs funded through the Service Authority for Freeway Emergencies (SAFE) to provide expanded services to Ventura County motorists. Among the suggested programs was a grant program to provide financial assistance to agencies that respond to highway incidents. Entities responding to freeway and highway incidents play a significant role in aiding the motorists involved as well as those simply caught in the resultant congestion until the incident is cleared.

In June 2019, the Commission approved moving forward with the SAFE Incident Responder Grant Program. The grant program provides incident responders with funds for capital expenditures to heighten response efficiency allowing them to save lives and reduce congestion. To accommodate the purchase of the widest possible array of tools and/or equipment by agencies both large and small, the Program established a very wide grant range with \$5,000 being the minimum and the full \$500,000 being the maximum grant available.

VCTC engaged WPSS Legislative Advocacy and Government Consulting for the purposes of using the expertise of former Ventura County Sheriff Geoff Dean to assist with the development and implementation of the first round of grants under this new program. With the approval of the program in June 2019, WPSS along with staff reached out directly to incident responders and advertised the grant opportunity on VCTC's website.

SAFE received five (5) grant application packages in August 2019. The total amount of funding requested, (\$905,519.62) exceeded the total amount of funding approved for the program (\$500,000) by \$405,519.62. In October 2019, the Commission approved full funding for all applications for a total of \$905,519.62. The single largest application was by the City of Ventura Police Department (VPD) for \$437,519.62. The VPD application included a plan to purchase a major incident response vehicle, which goes directly to the purpose and need of the grant program by responding to and clearing incidents more rapidly through

increased efficiency. The vehicle would allow all incident response equipment to reside in one vehicle and remain charged and ready to deploy when needed. The VPD estimated a 50% reduction in scene response time with the ability to deploy a single fully equipped vehicle with a single officer, rather than multiple vehicles with multiple officers to a scene. Additionally, the VPD cited strong examples of collaboration with other jurisdictions in Ventura County, providing training, equipment, and expertise in times of need, thereby meeting the collaboration criteria. Therefore, the Commission chose to grant VPD full funding for their application request in part because the major incident response vehicle would be a regional asset for other allied agencies within the County. A breakdown of the grant awards is included below:

 SAFE GRANT APPLICATIONS			
Fillmore Fire Department			
Item Description	Units	Total Cost	Application Total
Battery Operated Jaws Components	1	\$ 30,000.00	
LED Lighting System	1	\$ 10,000.00	
Traffic Control Devices		\$ 5,000.00	
Application Total			\$ 45,000.00
Oxnard Police Department			
Item Description	Units	Total Cost	Application Total
Mobile Changeable Message Signs	2	\$ 50,000.00	
Application Total			\$ 50,000.00
Ventura Police Department			
Item Description	Units	Total Cost	Application Total
Major Incident Response Vehicle	1	\$ 288,348.00	
Faro Laser Scanner	1	\$ 57,842.55	
Wanco sign Board	1	\$ 56,159.61	
Globug lighting	2	\$ 7,998.00	
Rubberneck Scene Barriers	3	\$ 15,836.46	
Traffic Control Devices		\$ 2,540.00	
Vericom Accelerometer	1	\$ 5,095.00	
Master Tool Kit	1	\$ 3,700.00	
Application Total			\$ 437,519.62
Ventura County Fire Protection District			
Item Description	Units	Total Cost	Application Total
Opticon Signal preemption Moorpark/Simi	1	\$ 55,000.00	
Application Total			\$ 55,000.00
Ventura County Sheriff			
Item Description	Units	Total Cost	Application Total
Opticon Signal Preemption	1	\$ 60,000.00	
Mobile Changeable Message Signs	6	\$ 160,000.00	
LED Lighting System	2	\$ 68,000.00	
Drones for mapping and photographic recording	6	\$ 30,000.00	
Application Total			\$ 318,000.00
Total			\$ 905,519.62

DISCUSSION:

As of December 2020, the Oxnard Police Department, Ventura County Sheriff, and Ventura County Fire Protection District grants have been fulfilled. The City of Ventura Police Department grant is planned to be completed by the end of Fiscal Year 2020/2021. The Fillmore Fire Department grant annual report has not yet been received as of the Agenda submittal deadline.

In November 2018, the Commission established a policy to maintain a \$1.5 million reserve in the fund balance for use during extraordinary events to ensure that the callbox system, Advance Traveler Information System, and other emergency services, as determined by the Executive Director, can be provided to motorists on Ventura County highways. As of January 31, 2021, the SAFE Fund Balance is approximately \$4.6M.

After Fiscal Year 2020/2021 revenues and expenditures, including deployment of the Freeway Service Patrol Program beginning March 1, 2021, the SAFE Fund Balance is estimated at approximately \$4.1M. Considering the estimated SAFE Fund balance, VCTC Staff has programmed a second round of Incident Responder Grants for Fiscal Year 2021/2022.